

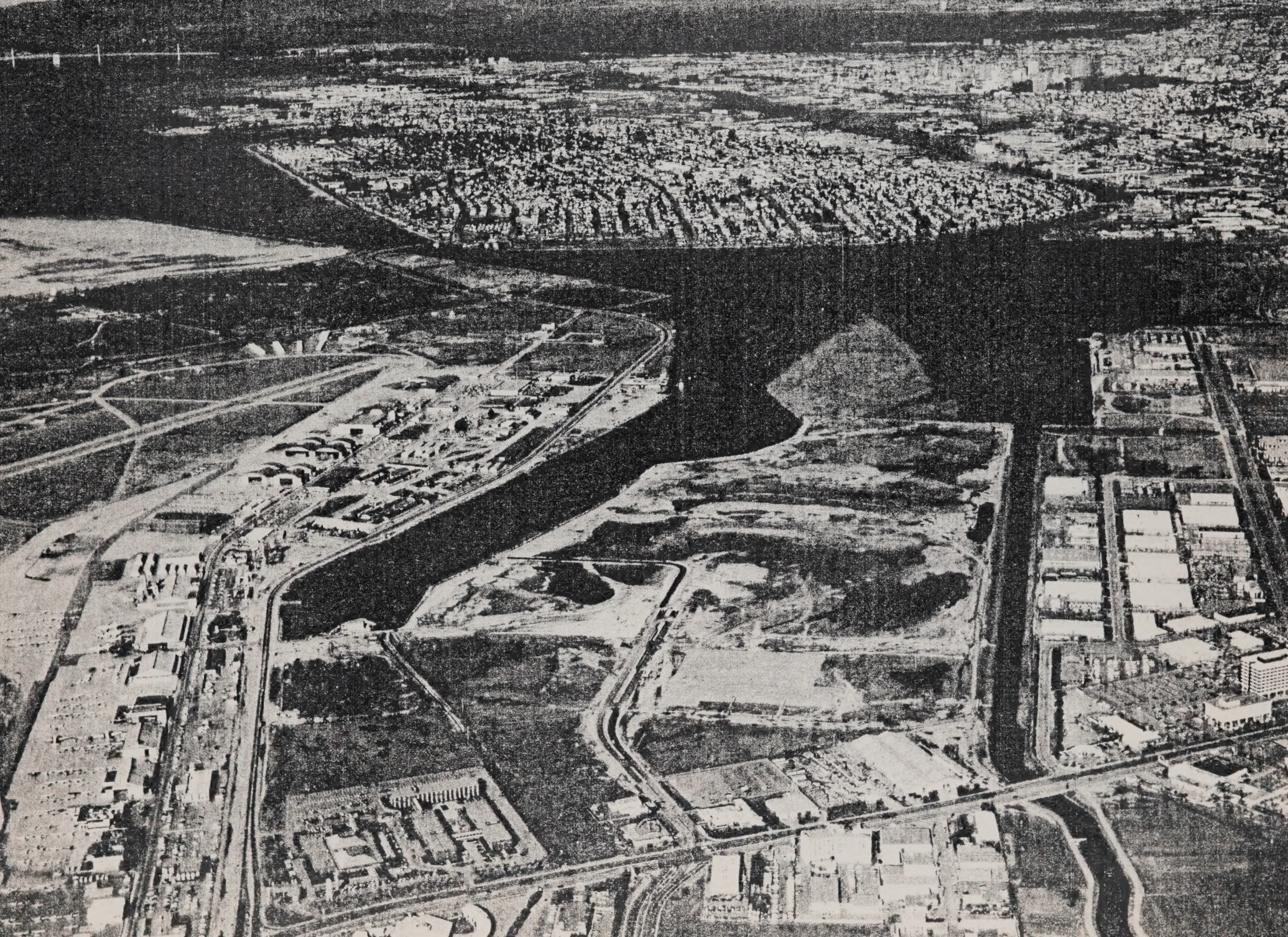
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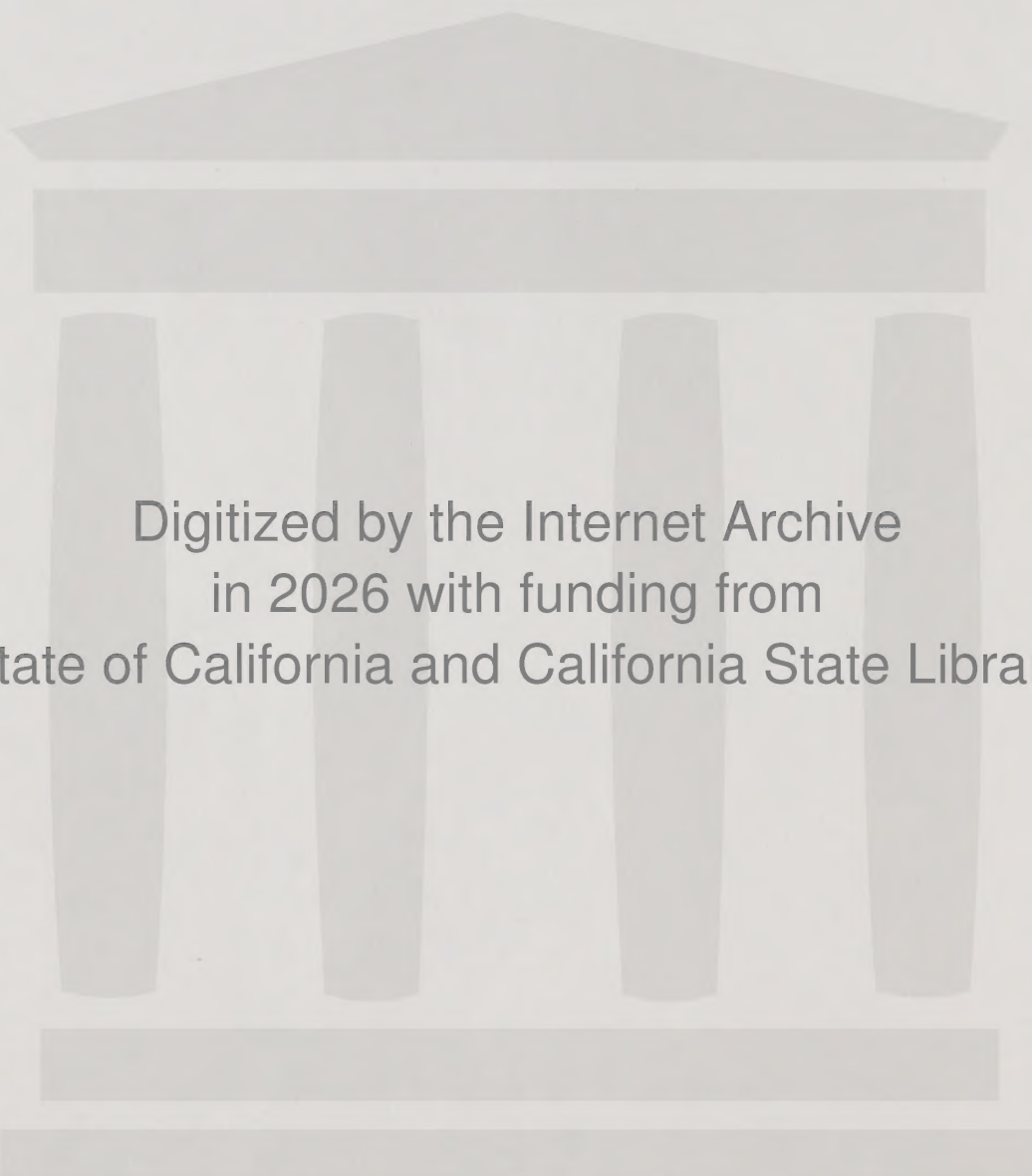
March 1977



SAN LEANDRO BAY REGIONAL SHORELINE

LAND USE DEVELOPMENT PLAN & ENVIRONMENTAL IMPACT REPORT





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SAN LEANDRO BAY REGIONAL SHORELINE

LAND USE DEVELOPMENT PLAN
ENVIRONMENTAL IMPACT REPORT

DRAFT: December 1976
REVISED: March 1977

prepared for:

EAST BAY REGIONAL PARK DISTRICT

by:

Ratcliff, Slama & Cadwalader, Architects & Planners

Cover: View of San Leandro Bay at Airport Channel
Frontispiece: Aerial View of San Leandro Bay and
Surrounding Area, taken January 24, 1975

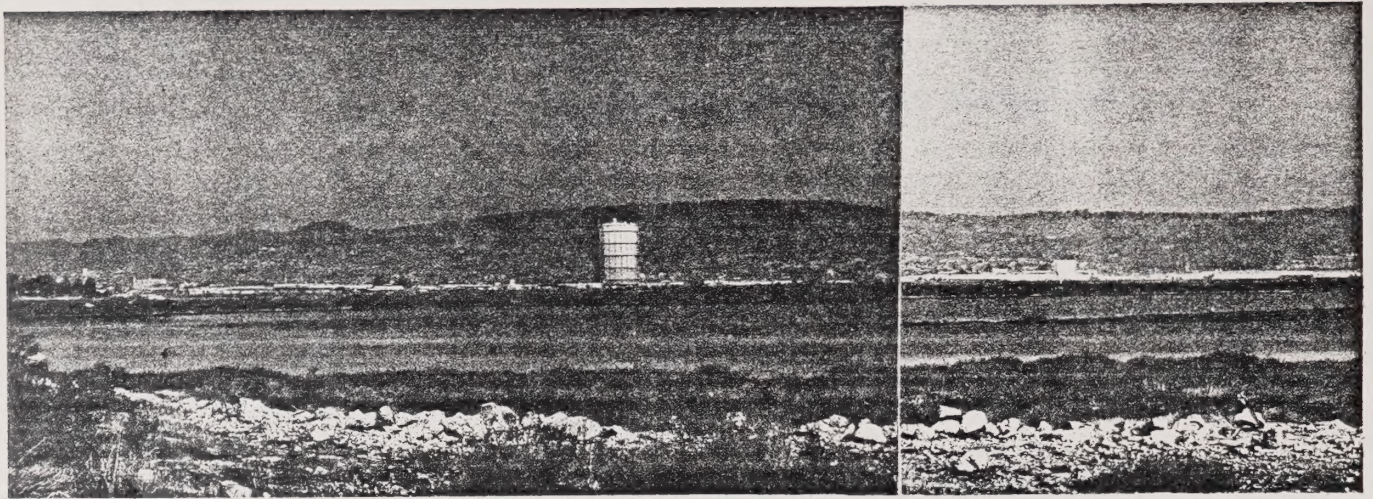
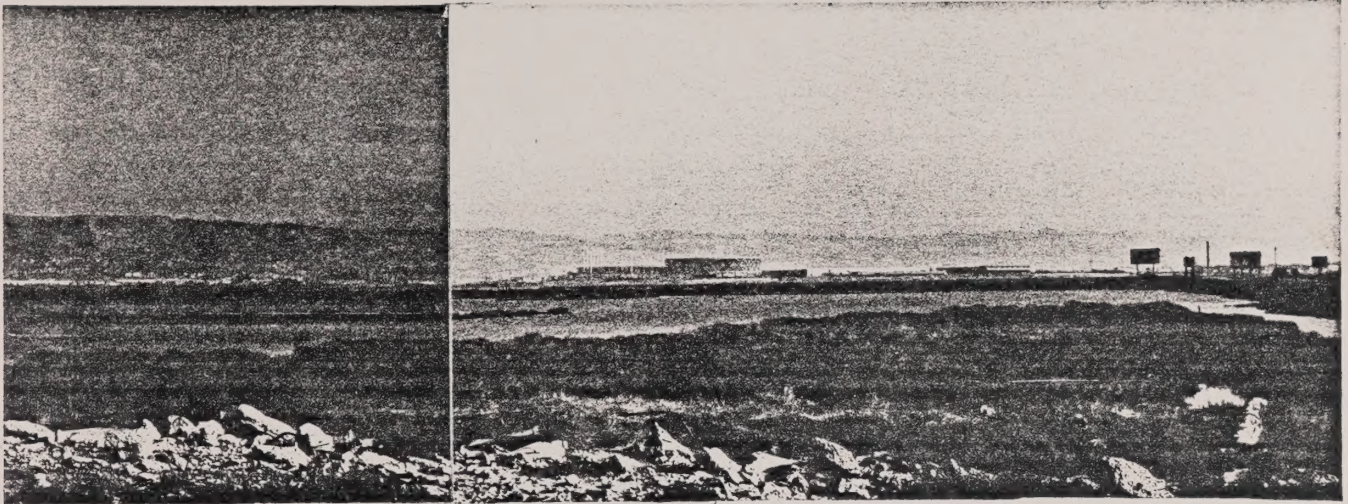


Table of Contents

Page No.

I. <u>Introduction</u>	2
II. <u>General Background</u>	
A. Description	4
B. Historical	6
C. Ownerships and Jurisdictions	9
D. Plans, Proposals and Development	10
E. Access and Circulation	15
F. Engineering and Utilities	17
G. Resources and Limitations	17
H. Public Uses, Present and Potential	26
III. <u>Land Use-Development Plan</u>	
A. Goals and Recommendations	31
B. Park Use Areas and Boundaries	37
C. Access and Circulation	37
D. Conflicts	38
E. Development Phasing	40
IV. <u>Natural Resources Management Plan</u>	
A. The Bay	42
B. Doolittle Pond	42
C. Salt Marshes	42
D. Flood Control Channels	43
E. Grassland	43
F. Shoreline	43
G. Brush Land	44
H. Trees	44



V. Environmental Impact Report

A. Description of Project	45
B. Environmental Setting	46
C. Environmental Impact	47
D. Mitigation Measures Proposed to Minimize Impact	49
E. Alternatives to the Proposed Action	49
F. Irreversible Environmental Changes	49
G. Growth-inducing Impact	50
H. Water Quality	50

VI. Summary

A. Description	51
B. Land Use Development Plan	51
C. Natural Resources Management	53
D. Environmental Impact	53

VII. Illustrations

1. Ownership and Jurisdiction	56
2. Land Use Development Plan	56
3. Natural Resources Management Plan	56
4. Conflicts Plan	56
5. Access and Circulation	56
6. Photograph	56
7. Photograph	56

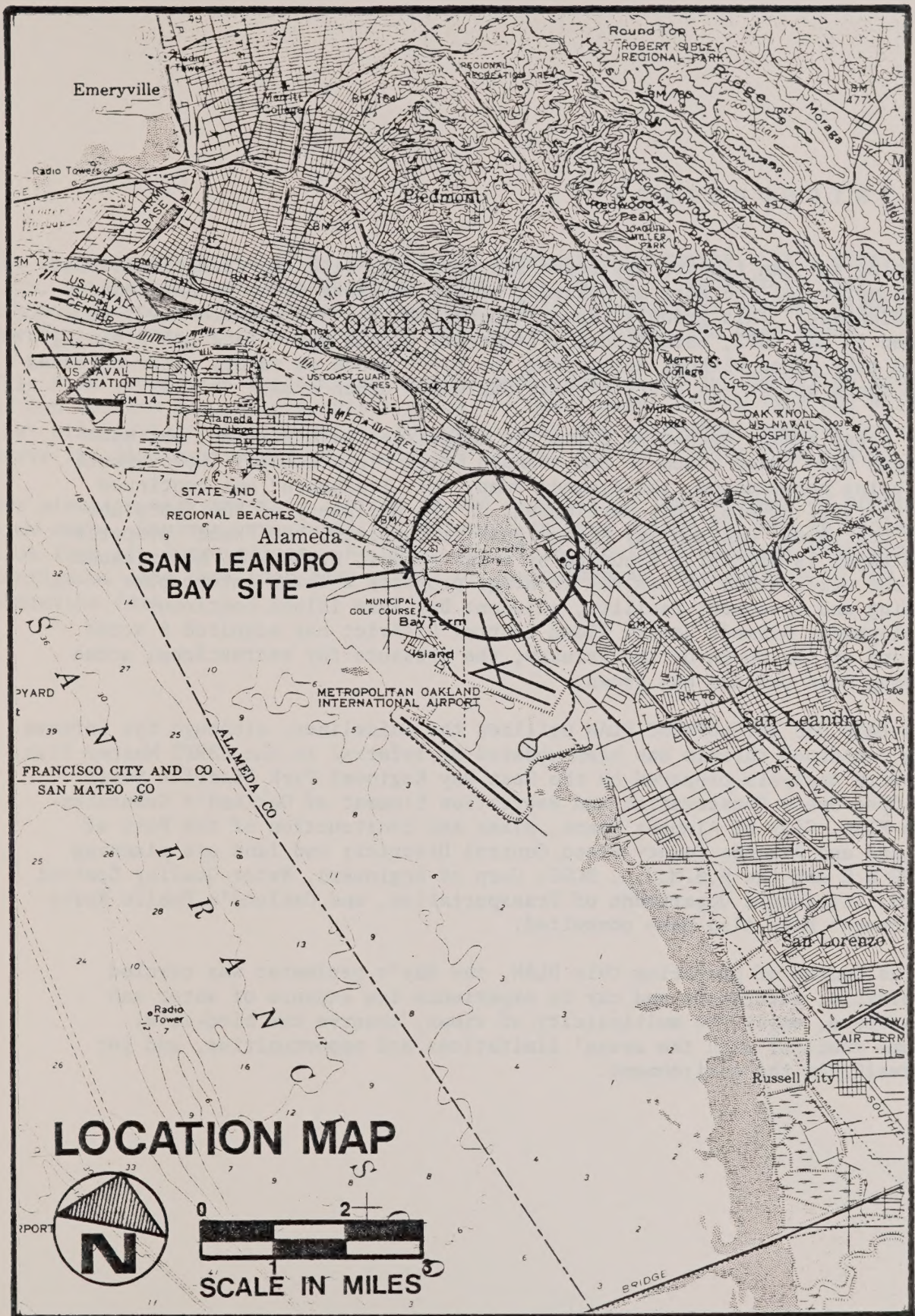
VIII. <u>Appendices</u>	57
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IX. <u>Final LUDP/EIR</u>	82
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INTRODUCTION





I. INTRODUCTION

Planning for San Leandro Bay began six years ago with the formation, under the auspices of the Port of Oakland, of the Advisory Group on San Leandro Bay Planning. This group's report "Guidelines for San Leandro Bay", published in May 1972, established a framework within which land use planning could take place without destroying the Bay's value as major, water-oriented open space within the heart of East Oakland's urban area.

Many areas remain unchanged since the Guidelines were written, but some changes have taken place -- San Leandro Creek Flood Control Improvements are being constructed, the Alameda Dump, "Mt. Trashmore" has continued its vertical growth, Port development on the periphery of the Shoreline Park continues, Oakland Bay Refuge Park is complete, the "Wood" property in Alameda is partially occupied by a new school, E.B.M.U.D. has planned for the utilization of its Bay frontage property a sewer interceptor holding and treatment facility, adjacent Bay Farm Island continues development, Alameda County Flood Control District has acquired 9 acres of land at the mouth of the Estuary, the pressure for recreational areas serving East Oakland has grown.

This LAND USE DEVELOPMENT PLAN utilizes the Guidelines, although the information contained therein has been updated by referral to the EBRPD Master Plan; Resource Analysis prepared by the East Bay Regional Park District Staff. The Open Space Conservation and Recreation Element of Oakland's Comprehensive Plan, City of Alameda Plans, plans and construction of the Port of Oakland and Alameda County Flood Control District; and land use planning of PG & E and the E.B.M.U.D. BCDC, Corp of Engineers, Water Quality Control Board, California Department of Transportation, and Oakland's Public Works Department have also been consulted.

In the course of preparing this PLAN, the Bay's perimeter was circled by bicycle, motorcycle and car to experience the expanse of water and open space, enjoy the multiplicity of views, observe the bird-life, become familiar with the areas' limitations and opportunities, and get a "feel" for the environment.

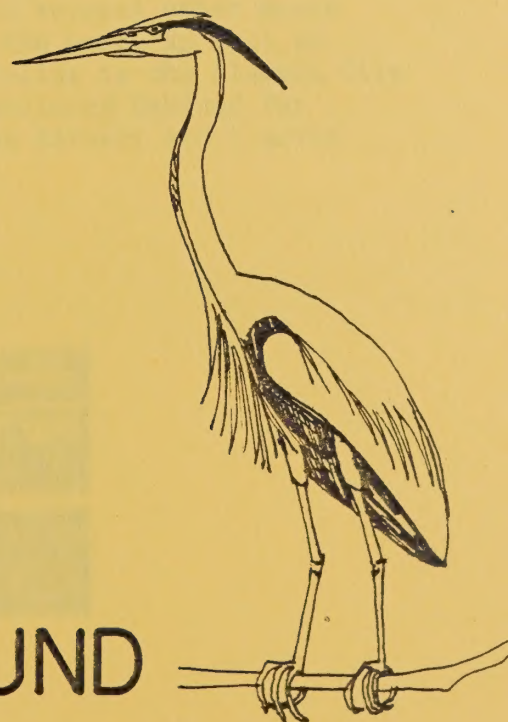
The Bay's greatest liability is also its greatest opportunity. It's location, in the heart of an industrial-urban area, makes it subject to continuous growth and development pressures. This intensity of use and visual poverty the area creates a need for the relief of nature and open space.

This PLAN recognizes the limitations and opportunities of the Shoreline Area of San Leandro Bay and presents a guide for development of the land and water that will maximize its potential for public use and enjoyment, and yet preserve its distinctive use as a wildlife habitat and as a major open space.

Our planning assignment is limited to the area within the boundary of Shoreline Park. However, successful planning of an area cannot be done in isolation from its surroundings. We have, therefore, included comments regarding contiguous land uses that have visual or environmental relationship to the Shoreline Park.

GENERAL
BACKGROUND

GENERAL BACKGROUND



II. GENERAL BACKGROUND

A. DESCRIPTION

Park Area

At high tide open water of San Leandro Bay covers approximately 600 acres. At low tide, when extensive mud flats are exposed, open water is reduced to channels comprising about 100 acres. San Leandro Bay Shoreline Park consists of approximately 656 acres of water and shoreline around the east, south, and west perimeter, of which approximately 186 acres of dry land is exposed at mean hightide. Port of Oakland lease to E.B.R.P.D. covers approximately 81.0 acres for shoreline development.

Water Area

At high tide the feeling of open water, far views, vistas of the Oakland Hills and the nearer city silouettes enhance a feeling of openness. Small boating is possible, with access chiefly from the tidal canal known as the Oakland Estuary.

Shoreline

The shoreline totals about $9\frac{1}{2}$ miles and includes three miles along contributory flood-control channels (East Slough, Damon and Elmhurst Channels, and San Leandro Creek). About a mile and half of this distance is in Alameda and less than a mile fronts along EBMUD property. The shoreline includes the BCDC 100-foot jurisdictional strip immediately adjacent to the water, areas at the end of Arrowhead Marsh, and several other marsh areas, one on the east side of the Bay and two on the west, as well as several smaller marshes. Included along this shoreline is the Alameda City dump, the adjacent Doolittle Pond, the recently developed Oakland Bay Park Refuge and across the Bay at the mouth of the Estuary are 9 acres recently acquired by Alameda County.



A. DESCRIPTION

Land Area

Except for the Bay Park Refuge, the new San Leandro Creek Improvement and the Alameda East Shore, little of the land surrounding San Leandro Bay benefits people with water-oriented activity. Land in use is largely restricted to general and light industry, and concerns associated with the Airport. Large tracts of vacant land are interspersed throughout the area.

Water Quality

Water quality of the Bay is affected by existing polluting deposits on the Bay floor; run-off by way of the channels and sloughs emptying into the Bay; seepage from the Alameda dump; overflows of sewage mixed with storm water occur from EBMUD's south interceptor into Elmhurst Creek during periods of intense wet weather; and run-off of industrial wastes from the adjacent airport.

Noise

Sources of land noise include Nimitz freeway and Doolittle Drive traffic, intermittent aircraft and occasional drag boat racing. Large trucks with high exhausts are particularly noisy. Intensity of noise is indicated on Map for selected areas. See Noise, Appendix C.

Plant Life

Because of extensive fill along the shoreline native plants usually seen in estuarine habitats are limited. In filled areas, plants not commonly found near the shoreline have grown and are encouraging such birds as mourning doves, starlings, finches, and certain sparrows. The most varied stand of such plants is on EBMUD property.

Since filling has stopped along the shoreline, several marsh areas are voluntarily enlarging due to natural processes.

Various species of algae and other water-supported plant life exists in some channel areas, such as the east side of Airport Channel, due to a combination of water depth, temperatures, prevailing winds, tidal action. See WHAT EATS WHAT IN THE MARINE WORLD, Appendix D.

A. DESCRIPTION

Bird Life

Many shoreland water birds are part of the San Leandro Bay wildlife. These include both local and migrating birds. Control of water level and intrusion by people and pets, in specific, limited areas, will increase this important aspect of the San Leandro Bay environment.

Some species of birds had abandoned this area because of the reduction of natural areas and disturbance of plant and animal life. A few have now begun to return, and sensitive development of favorable habitats will certainly bring more. See BIRDS OF SAN LEANDRO BAY, Appendix F.

B. HISTORICAL

Different Appearance

The present day appearance of San Leandro Bay is far different from the area's original appearance. The area once consisted of extensive marshes extending inland well past the area now occupied by the Oakland Coliseum.

Alameda was a peninsula and San Leandro Bay was connected to San Francisco Bay through southerly channels long-since filled. Deep water was deeper, due to more extensive flushing action, and boats traversed San Leandro Channel up to the present location of Hegenberger Road.

Tidal Canal Development

Increasing industrial development encouraged Port development. In 1902 the then existing Brooklyn Basin was connected to San Leandro Bay by a Tidal Canal dredged by the Corp of Engineers. Alameda thus became an Island and The Fruitvale, Park and High Street bridges were constructed as part of this project. The Channel has been intermittently maintained since that time.

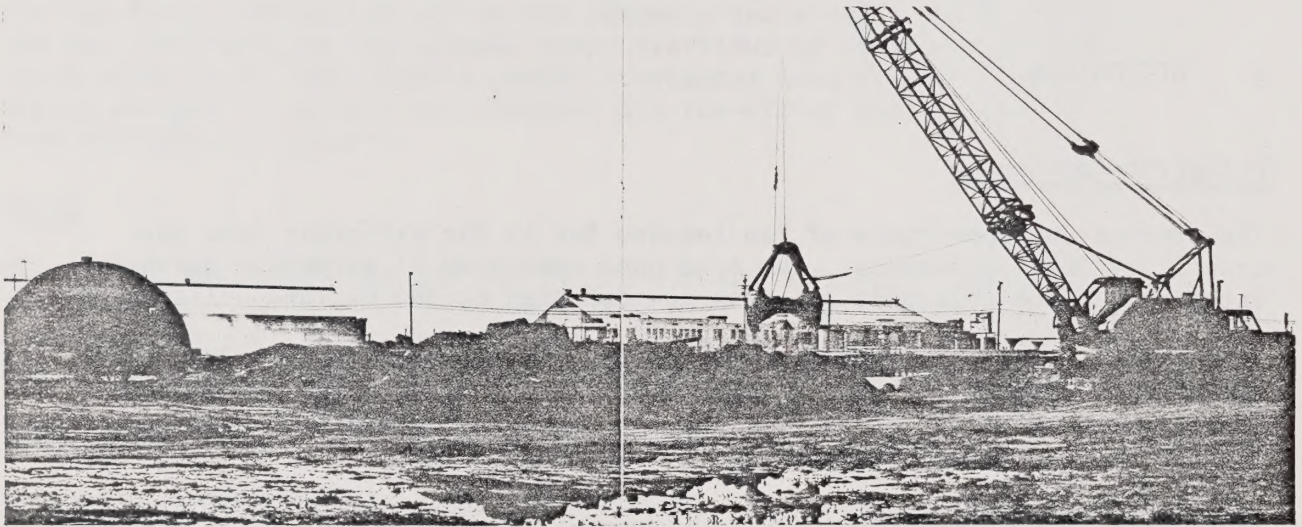
Public Acquisition

In-fee acquisition of title to lands in San Leandro Bay was begun in 1911 through the State Tidelands Grants Act, in which marshland and submerged lands were transferred to cities around San Francisco Bay from the State, with the stipulation that the areas be developed for Port use. The beginnings of air commerce as an industry led to additional public land acquisition for an airport in areas southwest of San Leandro Bay.

B. HISTORICAL

Oakland Airport

The Port Commission was established in 1927 to oversee and develop airport and seaport operations; the Oakland Airport quickly came into national prominence. U.S. Army plans for the first trans-Pacific flight were announced in June, 1927. Two of the participants in that first successful flight, Lt. Lester J. Maitland and Lt. Albert F. Hegenberger are commemorated by the two main Airport access roads, Hegenberger Road and Maitland Drive. (Maitland has recently been renamed Island Drive.)



Filling, Dredging and Flood Control

Marshlands, in 1915, comprised an area of about 2000 acres around San Leandro Bay. By 1960 that area had been reduced, through filling, to about 700 acres. In 1972, public outcry and BCDC action halted the fill but only about 70 acres of marshland now remain.

Mail deliveries from downtown Oakland to the Airport were originally planned via the Oakland Estuary, and Airport Channel was dredged as a link in that access. The fill material was used to provide land for the construction of Doolittle Drive. This water route was abandoned as land access routes were established, but this dredged channel and a similar one at the mouth of San Leandro Creek now remain two deepest areas in the Bay. The latter channel was dredged in the late 1940's at a time when the Port Commission was thinking of San Leandro Bay as a possible deep water port.

B. HISTORICAL

Following heavy floods in 1962, Control Zone 12, Alameda County Flood Control and Water Conservation District was formed. Work for flood control measures along San Leandro and Elmhurst Creeks, Damon and East Creek Sloughs were authorized, and these areas continue to be maintained as flood control channels by periodic maintenance and dredging. Improvements along San Leandro Creek Channel are now being constructed as a flood control project.

Preservation of San Leandro Bay

Just prior to the formation of Bay Conservation and Development Commission (BCDC), the Port of Oakland diked off from the Bay two-hundred acres of marsh between San Leandro Creek and Airport Channel, extending northerly to that area known as Arrowhead Marsh. Filling behind the dikes began in 1970, and the Port, which was doing the filling, was publicly criticized. Coincidentally with this filling was construction, on filled land between Elmhurst and Damon Channels, of a City of Oakland Service Center. This construction, although within the 100-foot BCDC jurisdictional strip, was done without BCDC approval, and was also publicly criticized. The public outcry, together with BCDC's belated reaction to the alleged illegal fill and construction, led to the formation of the Citizens' Advisory Group on San Leandro Bay. The Port of Oakland Board set up this Advisory Group by resolution in 1971 in order to support public recreational use and wildlife protection compatible and consistent with the legal obligation of the Board to make provisions for the needs of commerce, shipping and navigation of the Port of Oakland including San Leandro Bay and to establish sound planning principles and policies to guide the future development of San Leandro Bay. This group of citizens and representatives of various agencies, with the assistance of the Port of Oakland staff, prepared the "Guidelines for San Leandro Bay" which deals with the Bay's ecology, environment, wildlife and recreational uses and potential.

While this study was going on, the Port under an agreement with BCDC, continued filling the marshland behind the dikes and the City continued construction of their Service Center. As part of a mitigation agreement with BCDC, the City of Oakland built the "San Leandro Bay Park Refuge" adjacent to the Service Center.

Corp of Engineers action in 1972 prevented filling of Doolittle Pond, an area designated in the "Guidelines" as a valuable Bay front resource.

In April 1976 the Port and EBRPD signed a formal agreement setting aside 565 acres for development into a Regional Shoreline Park. An agreed-upon lease takes effect upon completion of a Land Use Development Plan for the parkland and its adoption by both agencies.

C. OWNERSHIPS AND JURISDICTIONS

Two Cities and Multiple Ownership

San Leandro Bay and its shoreline lie within the boundaries of Oakland and Alameda. Alameda land extends southwesterly from the Estuary near the High Street Bridge to the Bay Fram Island Bridge, and southerly along Doolittle Drive to include the Alameda dump, "Mt. Trashmore" and the Alameda Golf Course. Alameda's shoreline is bordered by a new Junior High School, and by many residences and private boat facilities, some of which encroach on public land.

Within the borders of Oakland, the Port of Oakland owns all shoreline property from the Alameda boundary southeasterly around the Bay to Damon Channel. EBMUD land extends to East Slough, where it meets PG & E property along the slough. The County of Alameda recently purchased 9 acres extending from the PG & E property around the headland and along the Estuary. This land, under jurisdiction of the Alameda County Flood Control District, has an access right-of-way extending to nearby Tidewater Avenue. Private industrial holdings occupy the rest of the estuary waterfront to the High Street Bridge.

Agency Jurisdictions

Several agencies have direct jurisdiction over development of the San Leandro Bay shoreline. They are briefly mentioned here; a more complete listing of agencies with peripheral, indirect or direct influence over the planning of this area may be found at the East Bay Regional Park District's office.

U.S. Corps of Engineers

Responsibility for protection and preservation of navigable waters and the granting of permits for the discharge of industrial wastes is in the jurisdiction of the Corps of Engineers.

Filling of marshlands has required permits from the Corps since 1972 even when such areas are diked.

Flood control and dredging is in the Corps' area of jurisdiction.

Bay Conservation and Development Commission

BCDC, established in 1965, has jurisdiction over the open water of San Leandro Bay including Arrowhead Marsh, and a shoreline band 100 feet shoreward of the edge of mean higher tide water. Any use of that 100 feet land area, or proposed alteration of the shore line is subject to BCDC's review and approval. See Appendix E.

C. OWNERSHIP AND JURISDICTION

Alameda County Flood Control and Water Conservation District

Zone 12 of this District includes the City of Oakland. Work in San Leandro Creek (now under construction), Elmhurst Creek, Damon Slough, and East Creek Slough, and the necessary dredging of their outlet channels within San Leandro Bay are part of the District's planned projects.

California Department of Fish and Game

Action by the State Legislature in 1931 established San Leandro Bay and the surrounding marshes as a wildlife refuge. No hunting is allowed and special assistance is given to the protection of wildlife and their habitat. Of particular concern are endangered species.

Water Quality Control Board

The board is responsible for pollution control of the Bay's water. Current plans are being developed to control the seepage from Alameda Dump.

D. PLANS, PROPOSALS AND DEVELOPMENT

Oakland General Plans

The Open Space, Conservation and Recreation Element of Oakland's Comprehensive Plan (adopted June 1976) designates San Leandro Bay and its shoreline as a major conservation area and open space. It urges development of recreation deficient neighborhoods and communities. Three of Oakland's deficient areas are adjacent to San Leandro Bay.

San Leandro Bay Park Refuge

This recently completed 6.5 acre park is adjacent to the Oakland's Municipal Service Center and includes a Bay-front strip that extends toward Elmhurst Channel. It provides an outstanding vista of the Bay and includes a pier, small marine-oriented play area, picnic tables, a small fresh water marsh fed by piped water, paths and parking area. This pleasant park is under-used, probably due to its obscure location and access which is off the end of a dead-ended Edgewater Drive, on a short unimproved dirt road.

D. PLANS, PROPOSALS AND DEVELOPMENT

Alameda Plans

The Alameda General Plan shows recreational use along much of its San Leandro Bay waterfront. This shoreline now includes the dump site across from the Municipal Golf Course and a "park" strip continuing westerly along the Bay Farm Island Shoreline.

A bikeway proposal completed in 1974 indicates bike routes along Doolittle Drive connecting to Bay Farm Island bikeways, across the bridge westerly along the Alameda southerly shore and then eastward via residential streets to the High Street Bridge.

There are no plans for the existing city properties along the south-east shoreline adjacent to San Leandro Bay and the estuary. While this is public land, it has been improved over the years by over forty private owners of the adjacent parcels, with structures, boat facilities, gardens, etc. The reality of a park, or a bike path, along this shoreline, appears to be problematic.

Port of Oakland Plans

Distribution Center. The filled area lying between Airport Channel and San Leandro Creek is planned for developemnt of cargo handling facilities. Access will be provided via a new bridge over San Leandro Creek with an extension of Pardee Drive to Edgewater, an access street, and construction of Swan Way leading to Doolittle Drive.

BART Extension. Several alternative routes have been proposed linking the BART Colisseum station with the Oakland Airport. One of these routes, although not currently favored, passes through the Shoreline Park planning area.

D. PLANS, PROPOSALS AND DEVELOPMENT

Other Port Lands

Other port land is adjacent to the proposed Park or within the immediate view area. Improvements to the airport land between Doolittle Drive and Earhart Road have been spotty and, in many cases, unsightly. Although not part of the study area, its contiguency makes its planning use and appearance important.

Acreage between the Oakland Service Center and Elmhurst Channel has been under negotiation for sale to a private developer. A review of proposed plans indicates little concern for the aesthetics and proximity to Shoreline Park. Being considered are several long storage sheds and a railroad spur, with no architectural or landscaping treatment or screening.

Fan Marsh. Fan Marsh is not a part of the planning area, and is to be maintained in its natural condition until a change is lawfully authorized by BCDC and the U.S. Corps of Engineers.

Streets and Highways

Highway 61, Doolittle Drive, as part of the State Highway System is planned to be expanded to four lanes. This expansion between Hegenberger Road and Island Drive will have an impact on the Shoreline Park. The length south of Hegenberger Road and north to the planned Swan Way has been approved by CALTRANS. The remaining segment north to Island Drive is still in the preliminary discussion stages. The inclusion of a bikepath on the bay side of the Drive is being considered.

Construction of Pardee Drive and Swan Way from Hegenberger around to Edgewater with a bridge across San Leandro Creek is planned by the Port of Oakland.

Street planning by the City of Oakland Department of Public Works includes an extension of Edgewater Drive to High Street across Damon Channel to the end of 66th Avenue, then northerly along the east side of the railroad tracks on EBMUD property, across East Creek Channel and PG & E property, then along Tidewater Avenue.

Alameda's circulation plan shows a new street extending southerly along the Alameda-Oakland line along the east border of the Golf Course from Doolittle Drive to the Bay Farm Island Industrial Park area.

D. PLANS, PROPOSALS AND DEVELOPMENT

Bay Farm Island development will continue to generate ever-increasing auto traffic onto Doolittle Drive and the Alameda Bridge, protests have been heard concerning traffic into Alameda and plans have been discussed to extend the new City Line street at Doolittle Drive, across Doolittle Pond and San Leandro Bay to connect to an extension of 66th Avenue.

Bike-ways

Oakland. Other than around Lake Merritt, Oakland has no marked bike-ways in this area. Many proposed routes are shown in the Open Space Conservation and Recreation Element, including a proposed route encircling San Leandro Bay.

Alameda. Alameda has several unmarked, on-street bikeways. Their Bikeways Master Plan shows planned bikeway routes connecting to both High Street and Bay Farm Island Bridges, and to continue across these bridges.

Other bikeway plans. Three imaginative bikeway plans for the East Bay have been proposed.

The East Bay Bicycle Coalition, in 1972, proposed a system of bikeways for Berkeley, Oakland, and San Leandro. A map, East Bay Bikeways, shows Berkeley's existing bikeways connected to Oakland through to San Leandro with suggestions for connecting links to other East Bay communities.

An even more ambitious study, The Bart/Trails Study, was published in 1974. This study proposed a three-county (San Francisco, Alameda, Contra Costa) system of trails (biking, hiking, riding) that would serve as commuting and recreational extensions of BART. This study is an inventory of existing trails, with a comprehensive lay-out for new ones. It also takes three areas and makes specific recommendations for design and construction of selected trail-ways. Implementation of the recommendations contained in this report depends on action by each unit of local government or special district.

The Regional Trails Plan adopted in October 1976 by EBRPD shows biking, hiking and equestrian trails for the East Bay.



D. PLANS, PROPOSALS AND DEVELOPMENT

San Leandro Bay. All of the above plans and reports as well as the EBRPD regional trails plan show San Leandro Bay as an important link in the East Bay Bikeway System.

Flood Control

The Alameda County Flood Control and Water Conservation District is currently constructing landscaping and paths along San Leandro Creek. Ongoing flood control work will take place in the drainage channels and within the Bay as necessity demands and funds permit.

The recently acquired land at the mouth of the Estuary could add a valuable resource to the Shoreline Park. The County has indicated its willingness to include this land in the planning and development area of the Flood Control District.

East Bay Municipal Utility District

A report entitled, "Wet Weather Overflow and Bypasses," prepared by EBMUD in 1975, documents a pollution problem caused by infiltration and inflow of stormwater into the sanitary sewerage systems. This flow, when excessive, makes it necessary to divert this combined sewer storm water drainage directly to (thus polluting) the adjacent waterways, including San Leandro Bay.

Solution of this problem requires construction of holding tanks or basins to retain the surcharge until the storm period passes, and a plant to treat the flow and discharge it to the Bay.

One of these construction sites is on the EBMUD property between Damon and East Creek Channels: The marsh, including its 100-foot shoreline strip, and an access strip to a small area on Oakport Street are part of the Park Planning area. Approximately 18 acres of land west of the railroad tracks is reserved for the EBMUD construction. Once the retention tank/basin facility requirements have been determined, ways may be found to combine all or part of this use with that of the Park.

PG & E

PG & E is including in the Park Planning area an access corridor along the north side of East Creek Channel, adjacent to their Service Center/Maintenance Yard. This corridor will be 30' wide, and will allow the public access to the shoreline.

The County Flood Control District is building a twenty foot wide access road on this property. The road will also serve as a bike path between Oakport Street and Tidewater Avenue, with an additional ten-foot strip of landscaping to screen out the PG & E Maintenance Yard. PG & E is studying access on their property from Tidewater Avenue westerly along the shoreline for a bikepath to connect to Park Land.

D. PLANS, PROPOSALS AND DEVELOPMENT

Private Property

With few exceptions, private property along San Leandro Bay has already been developed. Industrial development along the estuary precludes extension of a Bay Front bicycle path to the High Street Bridge for the foreseeable future.

Alameda's east shore is fully developed except for some acreage adjacent to the Bay Farm Island Bridge/Aeolian Yacht Club. Several public easements to the shoreline make access a possibility.

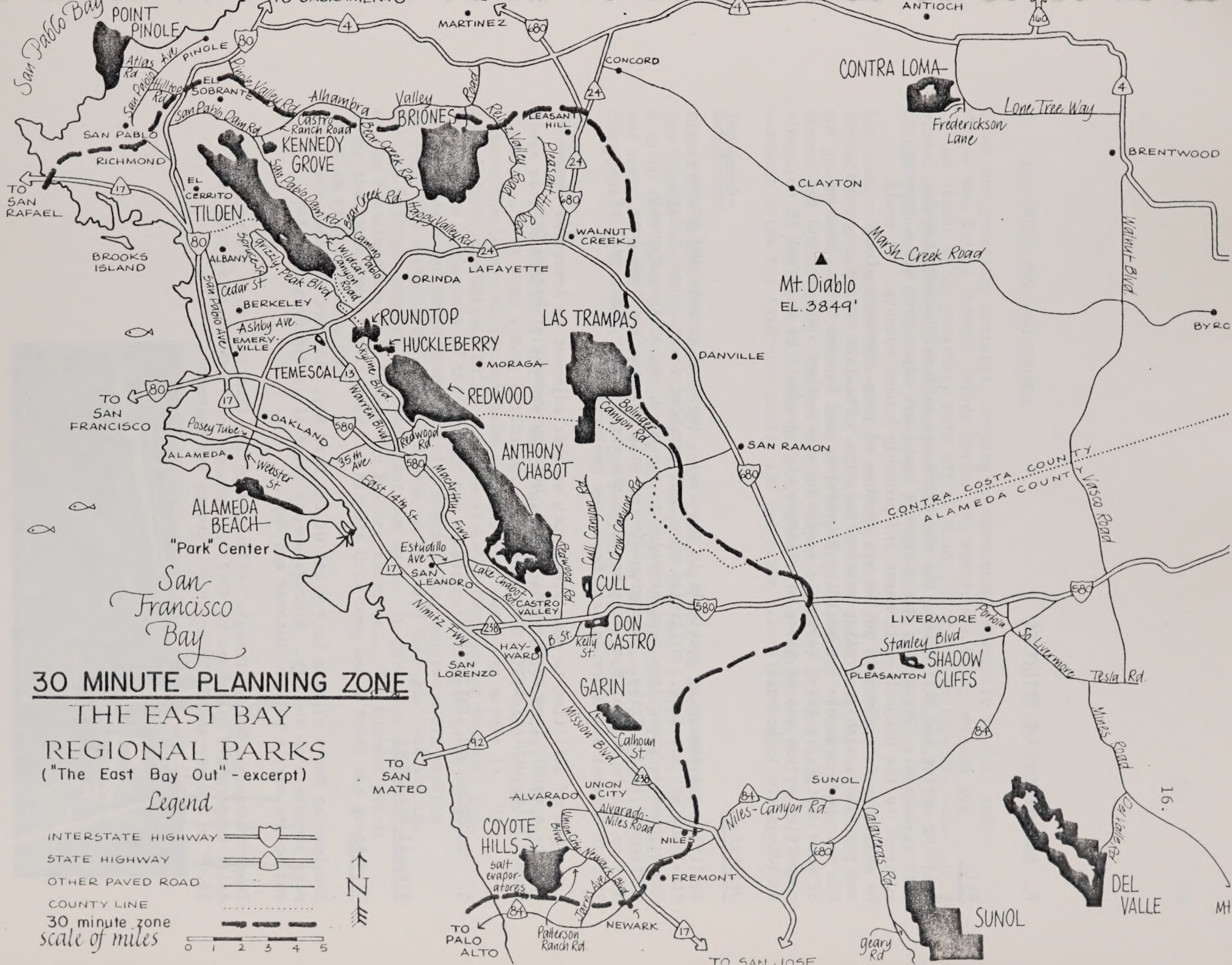
E. ACCESS AND CIRCULATION

Except along Doolittle Drive, public access to San Leandro Bay shoreline is obscure. Access to Bay Park Refuge is hidden at the dead end of Edgewater Drive. The shoreline adjacent to Arrowhead Marsh and the mouth of San Leandro Creek are over un-improved Port property. The EBMUD shoreline can be approached by either walking along the railroad tracks from East Creek and Oakport Street, or by climbing a fence and trespassing across 100 feet of EBMUD property. The 66th Street overpass gives a panoramic view towards the west, but parking and access along the road edge is limited. The newly acquired County land, just south of the High Street Bridge is hidden behind private industrial property. It can be approached over an unimproved strip or by an improved walkway just north of Navajo Terminals, Inc.

Access to the general area is fairly good. The Nimitz Freeway is immediately accessible via 66th Avenue and Hegenberger Road. Doolittle Drive connects the area with Alameda, San Leandro and Hayward. Hegenberger Road connects to the Oakland Airport and East Oakland.

Access from the Alameda side is limited to several alley-like street extensions from East Shore Drive to the Bay edge. This access is primarily for viewing the Bay expanse and perhaps fishing. Lateral access along this shoreline is impossible because of private fencing and development of the publicly-owned Bay frontage.

Hegenberger Road and Doolittle Drive are now public bus transportation routes. AC Transit #57, a bus route across Oakland to the airport, does incorporate Edgewater Drive during commute hours (between 6:50-8:50 a.m. and 3:30-5:30 p.m.)



F. ENGINEERING AND UTILITIES

Fill

Existing dyking and fill around the shoreline was evidently accomplished with no control. The dyking has unsightly banks and edges that are a jarring contrast to the natural environment and probably houses rodents. It would be dangerous for intensive public use because of large randomly placed concrete slabs with protruding reinforcing bars. The fill behind it is for the most part unstable for building foundations and in some cases, because of poor design, is being seriously eroded by wave action. Removal and re-compaction or the use of piles or caissons will probably be required if buildings are to be built.

Utilities

Utilities are generally available in the area. Improved streets and properties have all services. Utilities have been provided for Bay Park Refuge. Underground services have been extended to the north end of the improved portion of Pardee Drive. Undergrounding of utility wires has been done only in the Industrial Park area north of the site. Water lines west of Airport Channel are under Earhart Road, not Doolittle.

Extension of utilities to some areas such as that adjacent to Arrowhead Marsh will be a costly item in the near future, but improvement of Pardee Drive should bring utility improvements with it.

G. RESOURCES AND LIMITATIONS

Natural Resources

Climate

San Leandro Bay's climate is typical of the East Bay. Winters are cool and wet, summers warm and dry. Average annual rainfall is approximately 18" and occurs mostly between October and May.

Temperatures are mild, strongly influenced by San Francisco Bay. Average daily temperature highs are 55.8°(F) in January and 71.6° in July; lows are 39.6° in January and 54.9° in July. Frosts are uncommon.

G. RESOURCES AND LIMITATIONS

Winds are generally westerly, varying in direction especially in Fall and Winter and during storms. Winds during the summer may bring morning fog or low clouds which generally burn off by Noon. Winter tule fogs are occasional and sometimes force closure of the Oakland Airport. Humidity, although influenced by the San Francisco Bay and ocean, is generally moderate.

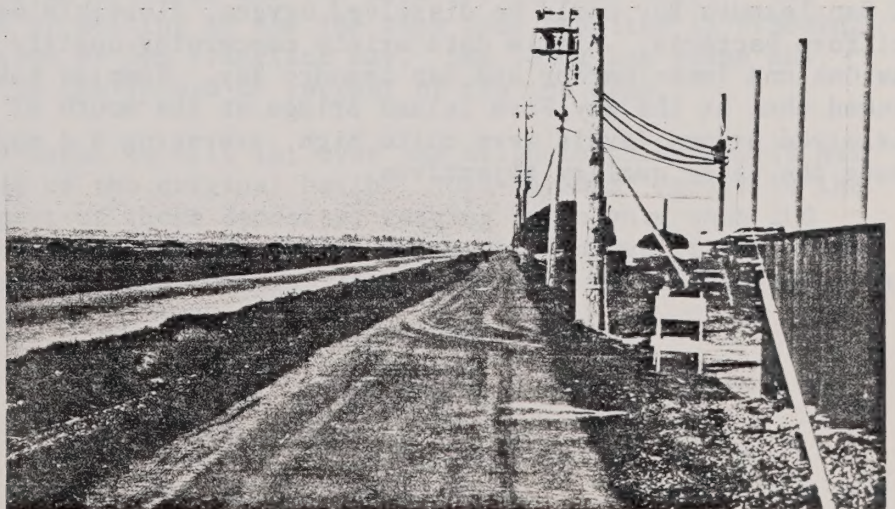
San Leandro Bay experiences periods of significant air pollution, particularly during Spring and Fall, caused by emission sources (industrial sites, planes, and ground vehicles) combined with a fairly high frequency of temperature inversions. Cool air is trapped below a layer of warmer air and when the elevation of the inversion zone is below that of the surrounding hills, air movement below the inversion ceases and pollutant levels build up.

Topography

Elevations around San Leandro Bay range from sea level to about 40 feet at the Alameda City Dump (Mt. Trashmore). Most of the land is flat fill about 5 to 10 feet above sea level. Distinct dropoffs occur between the fill lands and water or marsh. Erosion can be a problem in those areas unprotected from the prevailing or storm winds and the resulting wave action.

Visual Quality

Views near at hand or along the shoreline are dominated by fences, buildings rip-rap, and in some areas, billboards. The expanse of the Bay, however, reduces the impact of the man-made elements when one looks across it. On normal days, the Oakland Hills form the viewshed boundary on the east and the various structures of the airport are immediately visible to the west. On clear days San Bruno Mountain and the Santa Cruz Mountains are visible beyond. The northeastern view is dominated by a 200 foot gas tank and the Oakland Coliseum complex is predominant due east. In favorable weather, views of San Francisco, westward beyond the Bay are excellent. The highest point along the shoreline is on top of the Alameda City Dump and affords the greatest view of San Leandro Bay.



G. RESOURCES AND LIMITATIONS

Hydrology

Watershed: Several East Bay streams are in the San Leandro Bay watershed, all of which have been greatly modified for flood control purposes and by human activity. These are San Leandro Creek, Elmhurst Creek, Arroyo Viejo, Lion Creek, East Creek and Peralta Creek. The streams encompass a total watershed area of approximately 65 square miles. The largest of these by far is San Leandro Creek, whose 48 square mile watershed includes Redwood and Anthony Chabot Regional Parks, and EBMUD watershed lands. Arroyo Viejo encompasses about 6 square miles. The lower stretches of these streams have all been channelized in flood control programs. In the winter during exceptionally heavy rains, storm water drains and sewers overflow into the Bay (see discussion re: EBMUD).

Tides

San Leandro Bay is an arm of San Francisco Bay. Water, at high tide, covers approximately 600 acres, and, at the lowest tides, reduces to about 100 acres. The exposed mudflats are a rich habitat for birds; when covered with water, the Bay is a rich feeding ground for fish. Tidal fluctuations reach as much as 9½ feet. The highest tides will overtop the dike at Doolittle Pond and inundate the pond. They may also inundate parts of Doolittle Drive itself.

Water Quality

The water quality of San Leandro Bay is comparable to that of waters of the south-central areas of San Francisco Bay. Water quality objectives for San Francisco Bay are set by the California Regional Water Quality Control Board. Water quality factors include color, turbidity, bottom deposits, floating material, oil or other materials of petroleum origin, odor, pesticide residue, hydrogen ion concentration, biostimulants, toxic or other deleterious substances, radioactivity, and temperature.

Three of the variables most likely to be affected by the pollution sources of San Leandro Bay would be dissolved oxygen, floatable materials, and total coliform bacteria. Little data exists concerning quality of waters within the Oakland Inner Harbor and San Leandro Bay. Samples taken in April 1969 showed that at the Bay Farm Island Bridge at the mouth of San Leandro Bay dissolved oxygen levels were quite high, averaging 9.4 mg/liter; this is well above the water quality objectives.

G. RESOURCES AND LIMITATION

Potential sources of pollution in San Leandro Bay are:

1. Storm water runoff from Damon Slough, East Creek Slough, Elmhurst Channel, San Leandro Creek, and the Oakland North Airport.
2. Seepage from the Alameda dump.
3. Overflows of sewage mixed with storm waters occur from EBMUD's south interceptor into Elmhurst Creek during periods of intense wet weather.
4. Dredging and disposal of spoils.

Steps taken to improve water quality in San Leandro Bay include the following:

1. The Regional Water Quality Control Board staff has indicated plans to take action to require the control of floatables from storm water discharges into the Bay.
2. The RWQCB's staff has indicated intention to require the City of Alameda to control seepage from the Alameda dump.
3. EBMUD is making plans toward the eventual reduction and treatment of overflows from the sanitary interceptor sewer into the Bay.
4. Dredging will involve environmental impact studies to determine ways to minimize damage to fish, release of heavy metals (mercury, lead, zinc) into suspension, and to utilize these spoils in a manner useful to the Park (i.e., berms, mounds, reinforcing dikes).

Geology

The San Francisco Bay basin was formed by the depression of a land block between San Francisco/Marin Counties and the Berkeley-Oakland Hills. The rise of the seas caused by melting of the ice caps then resulted in flooding of the trough and creation of San Francisco Bay. Sea level has risen and fallen several times with the spread or retreat of the ice caps.

The new Bay immediately began to silt in; over the millenia this process has filled in large portions of the original basin. "Old Bay mud" refers to the earliest, and thus deepest of these deposits, ranging up to more than 200 feet in thickness. Pushed down by the weight of material above it, the older Bay mud has been consolidated and contains less water than overlying sediments.

G. RESOURCES AND LIMITATIONS

"Younger Bay mud" refers to more recent silt deposits, laid down since approximately the last retreat of the ice-caps. In San Leandro Bay this younger Bay mud is generally less than 20 feet deep, and underlain by old Bay mud. The depth to bedrock is unknown for San Leandro Bay, but a boring on Bay Fram Island in Alameda encountered bedrock at a depth of 1000 feet. In some areas sand deposits occur between the younger and old Bay mud.

Major filling of salt marshes and tidal flats of the San Leandro Bay area has consisted primarily of dredged mud and sand from San Leandro Bay placed behind dikes. Today the flats of San Leandro Bay are almost entirely surrounded by fill lands.

Vegetation

Vegetation diversity in and around San Leandro Bay is limited, due to the recentness of fill, lack of variation in soil conditions and depletion of natural open space.

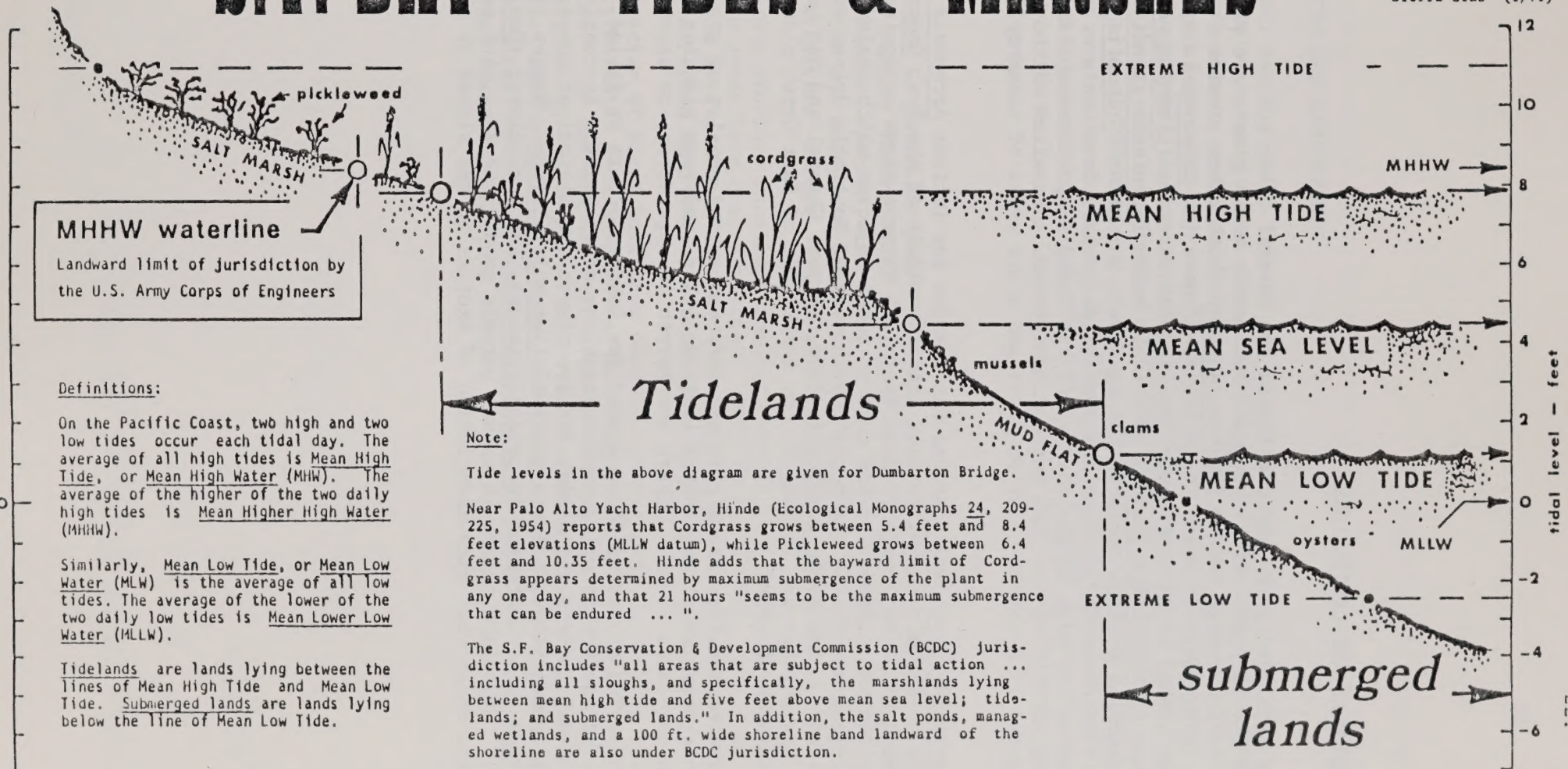
Salt Marshes. Located within a highly urbanized area, the salt marshes of San Leandro Bay have been drastically reduced in area. Approximately 2000 acres of salt marshes, originally around San Leandro Bay, have been lost by filling.

Only about 70 acres of marsh still exists, and tends to divide into two types: Cord grass marsh and pickleweed marsh. Cord grass (*Spartina foliosa*) is characteristic of young, growing marshes. As the tidal mud flats slowly rise in elevation through sedimentation, a point is reached at which cord grass, which can tolerate the greatest amount of immersion, can establish itself. This grass forms open clumps, which trap more solids and contribute to the land build-up. Further elevational rise creates conditions unfavorable to the cord grass, and it dies out. As this process continues, the point is reached where pickle-weed (*Salicornia virginica*) can become established. The pickleweed marsh with additional land build-up and leaching of salt will ultimately develop into an upland vegetation, most likely grasslands. Filling has taken the place of this gradual process, but San Leandro Bay is continually subject to sedimentation, and new marshes will continue to form. Wind and tidal currents have, in some cases, changed building shores into eroding shores. This is seen where pickleweed drops off suddenly a foot or so into mudflat.

S.F. BAY — TIDES & MARSHES

prepared by:

Bayfront Committee
Loma Prieta Chapter
Sierra Club (1/71)



G. RESOURCES AND LIMITATIONS

Occuring with cord grass and pickleweed are several other species characteristic of the marshes. Pickleweed and some other marsh plants are parasitized by the orange dodder (Cuscuta salina) which often creates orange patches in the marshes where it is dense. Jaunea (J. carnosa) is a low succulent member of the sunflower family. Sea lavender (Limonium californicum), salt grass (Distichlis spicata), and alkali heath (Frankenia grandifolia) are found generally on high spots in the marshes. Gum plant (Grindelia humilis) is a salt-tolerant shrub which has benefitted greatly from man's activities. It occurs on the edge of the marsh, and has found supportive habitat along the edges of fill areas. One introduced species, Australian saltbush (Atriplex semibaccata) is a common plant on dikes and other areas of salty soil near the Bay.

Major remaining marsh areas around San Leandro Bay include Arrowhead Marsh, a 55-acre cord grass marsh, jutting into the middle of the Bay; Damon Marsh at the head of Damon Slough (Arroyo Viejo), a diverse marsh occupying about 8 acres; Doolittle Pond, a diked area of about 18 acres which includes areas of pickleweed marsh; the 8-acre Fan Marsh west of Doolittle Drive; and fringes of pickleweed marsh along Doolittle Drive, Airport Channel and San Leandro Creek. New marshes are forming on the north side of East Creek slough and along the Alameda shore.

The upland communities are highly man-influenced, and consist of grasslands and coyote brushland. Maintained lawns or other landscape plantings also occur in developed areas. Others are barren of vegetation, or essentially so.

Grassland: The grassland found around San Leandro occurs on filled, vacant land not yet occupied by industrial or other users. It consists of exotic annual grasses and weeds. Native plants are minimal or non-existent. The most common plants are rye grass (Zolium multiflorum), bromes (Bromus sp.), oats (Avena sp.), ox tongue (Picris oleraceus), and burr clover (Medicago hispida). Grassland occurs in vacant parcels around the Bay, with an interesting and relatively rich association of exotics on the slopes of the Alameda dump.

G. RESOURCES AND LIMITATIONS

Brushland: Only one small area immediately north of Damon slough contains dense enough brush to qualify as brushland. This area of about one acre consists of dumped earth with the scattered mounds which have had a number of years to re-vegetate. Coyote brush (Baccharis pilularis) and anise (Foeniculum vulgare) dominate, with an understory of small grasses and herbs and occasional willows (Salix sp.). This small area gives the impression of wildness found nowhere else around the shore of San Leandro Bay. Current plans for the connection of Edgewater Drive and 66th Avenue through this brushland could destroy this wildlife cover. If left alone, other areas will eventually support this growth.

Wildlife

San Leandro Bay is generally poor in mammal, reptile, and amphibian wildlife. Upland areas support jackrabbits, and possible opossums and skunks. Norway rats, an introduced species, are found, as are fence lizards. The limited natural habitat and heavy and constant disturbance has restricted most of the native wildlife. Harbor seals are occasionally seen in the Bay.

Birds: The Bay provides excellent feeding grounds, but nesting and between-tides rearing areas have been drastically reduced by filling. The loss of marshlands has also affected feeding. Man-made objects, such as isolated pilings and derelict boat hulls, attract some birds as resting roosts.

About 100 species of birds have been observed in the area, including residents and itinerants. San Leandro Bay is recognized for its importance as a bird refuge. The San Leandro Bay Waterfowl Refuge was established by the State Legislature in 1931. Among the birds observed around the Bay are ducks, herons, egrets, gulls, willets, godwits, red-tailed and sparrow hawks, white-tailed kites, turkey vultures, sandpipers, avocets, pelicans, geese, rails, stilts, sparrows, and many others.

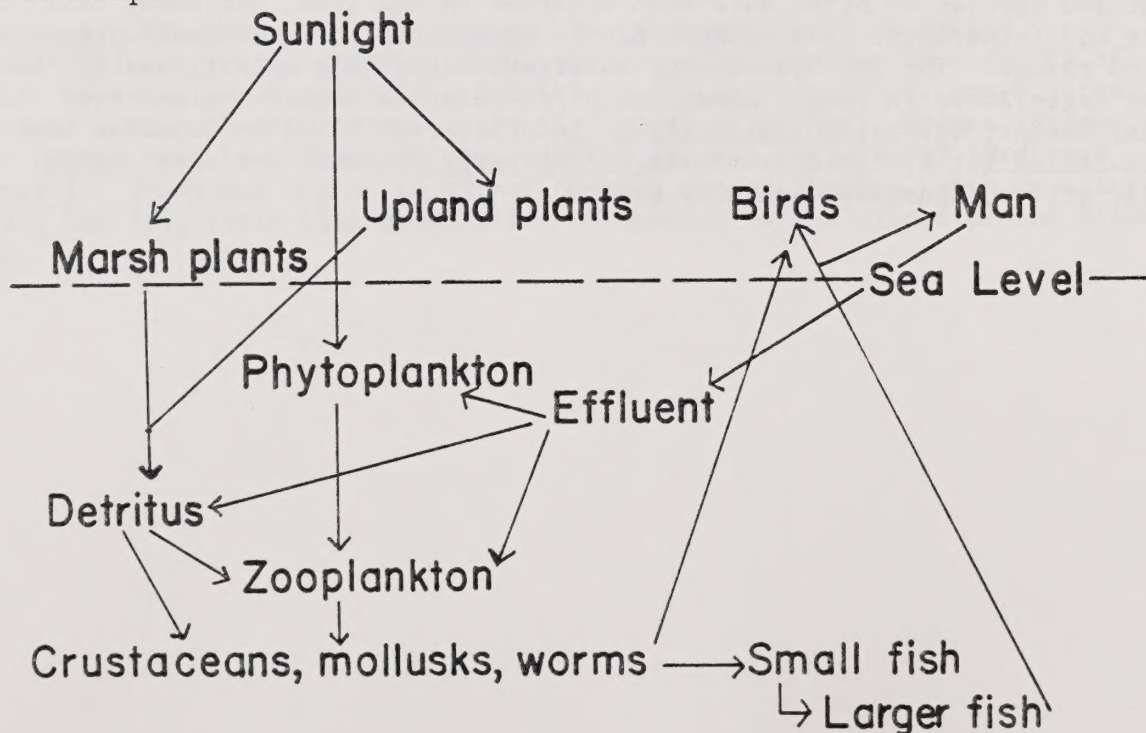
G. RESOURCES AND LIMITATIONS

Fish and fishing: The same mudflats which at low tide provide feeding grounds for birds, at high tide provide feeding grounds for fish. Possibly as many as 100 species occur in San Francisco Bay, and many of these can also be expected in San Leandro Bay. Most important for fishing are striped bass, perch, smelt, and shiners. Steelhead travel up San Leandro Creek. Sturgeon spawn here.

Fisherman can be found all around the Bay, but they favor Airport Channel and the creek mouths.

Invertebrates, Crustaceans and Molluscs: Clams, oysters, mussels, snails, shrimp, barnacles and crabs are found on the mud flats, on objects (pilings, etc.), or in the water itself. They provide an important link in the food chain of the Bay. Other invertebrates live in the rich mud in countless numbers. These animals, including nematodes, ribbon worms, annelids, copepods, and larval forms of molluscs (also fish, which are vertebrates), form a major food item for larger animals.

Food chains: Food chains begin with plants. In San Leandro Bay, as for most estuaries, much of the richness is derived from the marsh plants as they live and decay, or from streams which bring nutrients into the Bay. The decaying material is called detritus, and includes driftwood. Phytoplankton are microscopic, floating plants which make their own food. These plants, as well as plant pieces brought by water from other areas, are fed upon by zooplankton. The shallow, warm, oxygen-rich waters are an ideal habitat for these tiny creatures. They in turn are food for larger animals which are fed upon by small fish which are fed upon by larger fish which are fed upon by birds. It is actually more complex than this; the chart below indicates some of these relationships.



G. RESOURCES AND LIMITATIONS

Pollution can reduce numbers of plankton, which would have far reaching effects down the ecological food chain. Some areas of San Leandro Bay are, to various degrees, polluted; the absence of birds seems to confirm this. Pollution may act upon the plankton by toxicity, the direct introduction of poisonous substances, or indirectly by fertilization, wherein sewage or other nutrients cause rapid growth of algae, which when it dies is attacked by bacteria. The bacterial action requires oxygen, and the oxygen supply in the water may be depleted in this manner. Where there is no oxygen, there will be no zoo-plankton, nor any of the animals that feed on it. The food chain is broken.

Birds and airplanes have a relationship that becomes important as more and more safe nesting areas for birds are destroyed. The birds retreat to the remaining open land, closer and closer to the airport, where resting areas are removed from people and dogs. This can increase the danger of a bird strike. Such an accident could cause a major damage to an airplane or possibly even a crash. Thus it is important to preserve and enhance, and provide both feeding and resting areas for remaining bird habitats, so that hazards to airplanes can be minimized.

Rare and Endangered Species: The California Clapper Rail (Rallus longirostris) and Least Tern (Sterna albifrons) are two bird species restricted to salt marshes. They are both known to have occurred at San Leandro Bay in the past, and the rail to have nested, but may now be eliminated there. The salt marsh harvest mouse (Reithrodontomys raviventris) occurs only in the salt marshes of San Francisco Bay. It too may have been eliminated by filling at San Leandro Bay.

H. PUBLIC USES, PRESENT AND POTENTIAL

Present Uses

Although access to San Leandro Bay is limited, the varied ways in which the open-space area and the shorelines are used illustrate how people find leisure time possibilities wherever opportunity affords. Examples are:

Education. High school and college students regularly explore life in the marshes and mudflats and have studied marsh and shoreline vegetation.

H. PUBLIC USES, PRESENT AND POTENTIAL

Boating. Airport Channel is a popular weekend area for power and racing boats. On calm days, if the tide is high, canoes and rowboats use the waters of the Tidal Canal and adjacent sections of the Bay. On January 2, 1972, 35 sailboats entered San Leandro Bay from the Oakland Estuary, went past the Aeolian Yacht Club, which has drydock space and berths for 40 boats, and sailed out the Bay through the Channel under the Bay Farm Island Bridge to their rendezvous in Ballena Bay. Alameda residents like to watch the U.C. crew in practice sessions off the east shore of the Island City.

On the basis that appropriate sites are rare and this particular site is considered, on a national scale, very good (accessible, fast and has reliable conditions), the "performance boat" enthusiasts are anxious to implement resumption of a drag racing schedule: six weekends, monthly April through September, with racing 10 to 6 on Saturday and Sunday. Competitors and spectators come from considerable distances, and the Bay's urban location would certainly attract a significant local crowd. The water course is about 3/4 mile long; the use involves spectator area (they prefer sitting on sloped ground rather than bleachers), spectator parking, competitors' pit area and launching ramps, snack bar and toilets; an area for overnight camping, including motorhome parking, would be considered extremely desirable.

Water Skiing. Water skiing is a popular sport in Airport Channel and in other areas at high tide. Several records have been set in San Leandro Bay.

Fishing. Excellent fishing is evidenced by the many fishermen (and women) who gather at the junction of Elmhurst and San Leandro Creeks, on the Alameda shore near the Bay Farm Island Bridge, near the Tidal Canal, and on both sides of Airport Channel.

Clamdigging. At very low tides, clamdiggers dot the mudflats in Airport Channel. The shore off Damon Marsh is also used by clamdiggers.

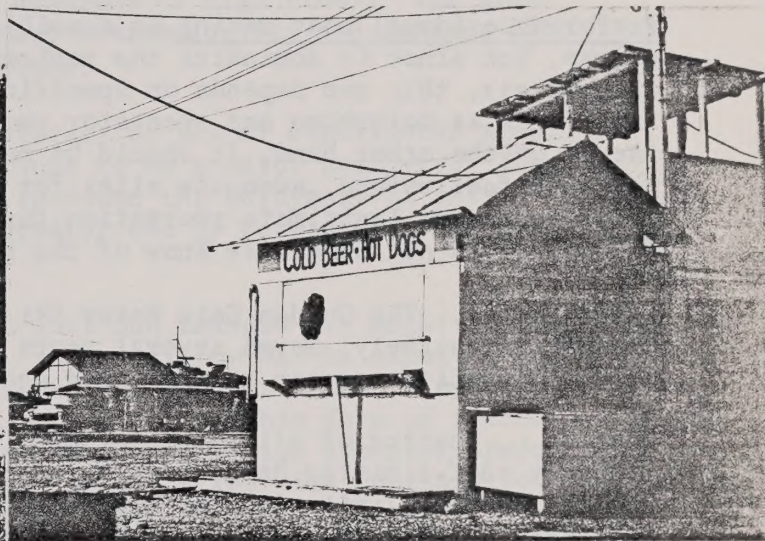
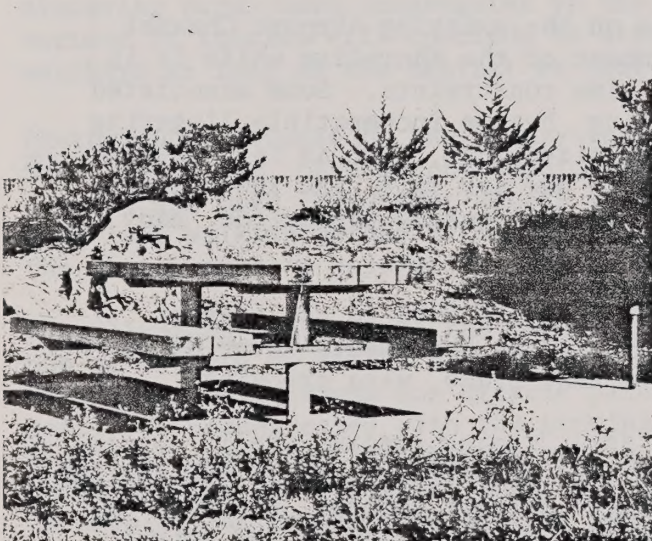
Birdwatching. Birdwatchers, with binoculars and telescopes, study birds on the mudflats and high-tide resting places. These areas attract not only residents of the San Francisco Bay area, but also men and women from other parts of California, from other states, and even from foreign countries.

Photography. Photographers find subjects ranging from intriguing shadows and reflections in shallow water or on the mudflats to distant views of the Oakland Hills or the San Francisco skyline. Dawn on the mudflats looking toward sun-reflecting windows in San Francisco is a spectacular subject.

H. PUBLIC USES, PRESENT AND POTENTIAL

Miscellaneous Sports. Alameda's model airplane field on Doolittle Drive is much used on weekends. Open fields in the Industrial Park are also used by model airplane experimenters. Mini-bikers use the Alameda dump. Kite flying is Springtime fun in open fields in the Industrial Park. On weekends on school holidays a few bicyclists brave the traffic hazards of Doolittle Drive.

Quiet Enjoyment. The driver who slows down on Doolittle Drive to enjoy the sparkling lights of the East Oakland hills; the woman who unfolds her aluminum chair and prepares to knit while she enjoys the companionship of her fisherman husband and eager "exploring" children; the householder who watches for moonrise from his garden on the Alameda shore -- many people now enjoy the glint of water, the open space, and the peacefulness along the shores of San Leandro Bay.



Potential Uses

Many uses seem possible, and there are obvious conflicts between some.

Education. Unusual opportunities for nature training are evident in the abundant bird and plant life. One of the most distinctive features of San Leandro Bay is its location on the Pacific Flyway. Fascinating and rewarding educational programs could easily be planned for San Leandro Bay. The program of displays, classes, and trips offered on the Alameda shore as part of the East Bay Regional Parks interpretative-education venture could complement a San Leandro Bay program, because it deals with the same forms of wildlife.

H. PUBLIC USES, PRESENT AND POTENTIAL

Crew Racing. This popular sport requires, for competitive racing, a course 2,000 meters long and 500 feet wide; 400 feet at the end of the course for stopping; 6 feet dredged below low water. The area preferred would be straight out from San Leandro Creek to the Tidal Canal.

This could be achieved only by dredging, which would require approval of several government agencies. A carefully researched environmental impact statement would have to be approved. Unknown elements to be considered include the cost; the sponsoring agency; effects upon fish and birds and their food in the mudflats; access of spectators to the shoreline and their impact on the shorelines of the new San Leandro Bay Park Refuge and the Oakland City Service Center; parking needs and security needs of tenants in the Industrial Park (See Appendix).

Performance (drag) boat racing is feasible on the existing Airport Channel course, but since it dominates the environment of the shoreline while it is in progress, this use depends on specific time constraints. Some associated uses, such as motorhome and spectator parking, become incompatible lingering uses. On the other hand, it should be recognized that, just as is true for the waterfowl refuge, adequate sites for this use are rare, and the racing meets represent legitimate recreation for the surrounding population, many of whom would not otherwise know of the shoreline.

Water Skiing. The Golden Gate Water Ski Club, which used to use Airport Channel extensively, moved several years ago to the Sacramento River delta area. Competitive water skiing could again take place, with dredging.

Boating. Boating of all types -- power, sail, rowing, racing shell -- is probably self-limiting because it is restricted by narrow channels and shallow water. Another limitation may be developing. Airport Channel, the most extensively used area, is reported to be becoming more shallow as the weight of fill on the adjacent marsh increases. Heavy siltation offshore from the Alameda dump and Bay Farm Island is occurring.

Problems associated with boating should be considered: water pollution from fuel and waste discharge that affects aquatic life in mudflats; noise during speedboat races that far exceeds accepted decibel criteria; effect upon fish of churning of water; effect on bird life. Birds and boats seem to get on reasonably well at present levels of use -- boat races are scheduled at high tides, principally during summer months; shorebirds feed on the mudflats at low tide, principally in the Fall and Winter. Summer birds, chiefly terns, move to other parts of San Leandro Bay during races; diving ducks and grebes commonly seen in Airport Channel move elsewhere during racing periods. Boating activity could be increased, as would potential conflicts, if the Bay were dredged.

H. PUBLIC USES, PRESENT AND POTENTIAL

Fishing. Improvement of fishing could be expected with better water quality, improvement of spawning grounds, and minimum disturbance of the habitat. Fishermen need only have access to the water and tides to bring in the fish. Many prefer tailgate fishing when possible.

Clamdigging. Part of the digging is for bait. Although human consumption is not recommended, some people plainly ignore the health hazards. Improvement of water quality and minimum disturbance of the habitat would be desirable.

Birdwatching. Since the 200-acre marsh was filled in 1970-1972, the area formerly most frequently visited by birdwatchers has been unavailable. Since then, interest has been focused on the diked area on Doolittle Drive, where wintering birds have congregated by the hundreds at high tides. The great variety of species will continue to attract ornithologists and amateur bird-watchers as long as the habitat is protected.

Photography. Because of the beauty and variety of visual experiences along San Leandro Bay, photography should continue to be a major activity. Increased and more convenient access will increase the enjoyment of this activity; walking paths, bikeways, and greater use by people will add to the photographer's enjoyment.

Miscellaneous Uses. Since the suggestion that San Leandro Bay might be the hub of bicycle routes to outlying areas, this activity may be expected to increase. More demand for bicycle paths and more concern about bicycle safety is demonstrated with the growing popularity of this form of recreation. As the shoreline becomes more accessible and trails are developed, there will be more walking, running, and hiking. Kites will continue to be seen at the proper time of year wherever there are open spaces.

Parking areas near the shoreline will continue to be used by those who enjoy noon-time, lunchbag parking along the Bay.

Outdoor recreation groups, such as Sierra Club and Audubon Society, may be scheduling field trips in the area as trails are developed.

Quiet Enjoyment. A great potential of San Leandro Bay is to provide, within the urban area, places of solitude and relative isolation. As secluded areas and vista points are developed, and as access to the shoreline becomes easier, outdoor lovers may be expected to take advantage of opportunities to watch a sunset, contemplate the Oakland Hills across an expanse of water, or see a jet plane zoom up from the Airport. San Leandro Bay should become popular with urban dwellers who cannot walk far, but who enjoy looking into the distance and being out of doors.

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DEVELOPMENT PLAN

III. LAND USE - DEVELOPMENT PLAN

A. GOALS AND RECOMMENDATIONS

Goals

The EBRPD Master Plan defined a regional shoreline as "an area of land and related water located on a bay, estuary or river, which has significant recreational, natural or scenic values." San Leandro Bay has all three values. Surrounded by urban development, its location is unique; its scenic values are constantly threatened by careless or expedient development brought about by the pressures of growth; its natural environment is in constant danger of destruction by the pressures of civilization. On the other hand, effective and sensitive planning can enhance its recreational values so that they can accrue to urban resident whose recreational opportunities are otherwise limited.

The goals of this plan are:

1. *Retain the Bay's value as a natural wildlife refuge by preserving, maintaining and expanding, to the extent possible, the various environments necessary to healthy fish, bird and animal life.*
2. *Protect the Bay and its shoreline from encroachment of use, development and conflicts that would significantly alter the feeling and appearance of open space and the attendant sights, sounds and vistas.*
3. *Develop maximum opportunities for use of the Shoreline Park which are consistent with goals (1) and (2), and in such a way that they can be enjoyed by the largest possible segment of the East Bay population.*

Recommendations

In order to achieve the planning goals the following is recommended:

1. Adopt a policy of preservation and maintenance of natural environments. Mudflats for food, marshes for food and shelter, and protected sites (dry land, shallow pools, marshes) for high-tide resting should be preserved, protected and expanded wherever possible.

Test all proposed man-made improvements against this environmental criteria. If the natural environment is threatened, explore alternative solutions.

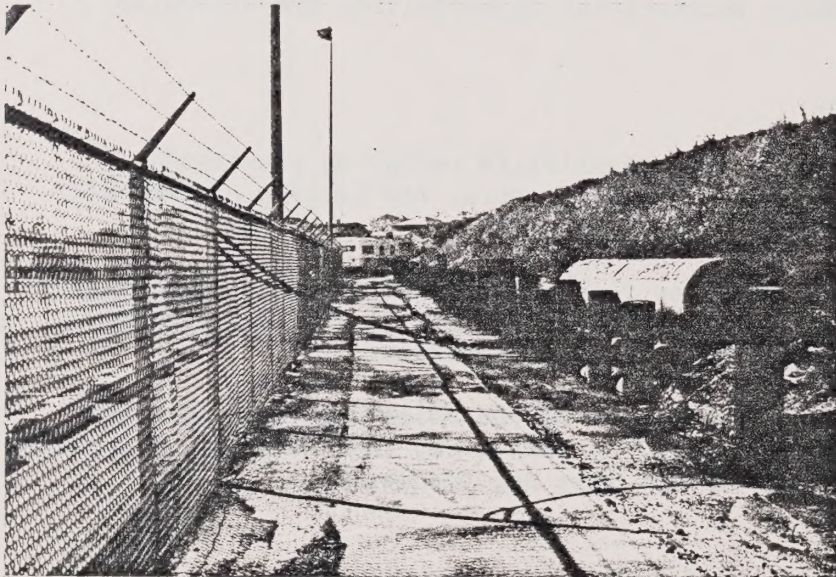
A. GOALS AND RECOMMENDATIONS

Maintain flexibility in future development so that planned improvements can be adjusted when necessary to accomodate natural processes.

Improvement of the shoreline for greater public use will threaten existing natural environments. Construction will be necessary in some cases, to protect wildlife habitat from intrusion by humans and dogs.

2. Limit construction of physical improvements.

The uniqueness of San Leandro Bay, its water, marshes, wildlife and vistas, can be best served by a minimum amount of construction. It should not be improved as an intensive use urban park with structured activity areas. Naturalness should be the rule, with only those man-made improvements that will assist proper maintenance of the natural environment, afford convenient access and aid in the enjoyment of the Park by its users. The design and materials used in the construction should blend with the natural environment, and maintain a human scale.



3. Improve shoreline accessibility.

Various types of access should be provided. Accessibility by car should be provided at selected points, especially those related to fishing or access to bike paths, but should not intrude into or dominate the character of the Shoreline Park.

Trails for hiking and biking should provide access to all Park areas. These trails should be separated from sensitive ecological and wildlife areas. Trails should tie into adjacent planned trail routes. Oakland and Alameda should be encouraged to construct bicycle and pedestrian ways to the Shoreline Park trails so that safe access is possible other than by car; an example would be a bicycle and pedestrian path link to BART's Coliseum Station.

A. GOALS AND RECOMMENDATIONS

4. Provide facilities for nature education.

Future preservation of the natural environment can best be assured by educating people to be aware of the nature of the environment and of its necessity and value to the quality of life.

An information center, in the vicinity of Arrowhead Marsh, bird observation stations and provisions for nature walks, self-guided or with naturalists, at appropriate locations could aid in the enjoyment and appreciation of the Shoreline Park. Well-placed, non-obtrusive signs will be instructional. and/or environment-preserving.

5. Provide facilities for fishing.

Such things as strengthening the Doolittle Drive dock now used by many fishermen, and construction of simple bayside platforms and outlooks at varied locations are all that is needed. The opportunity for fishermen to follow the fish can thus be provided. Nearby parking spaces, trash containers and restroom facilities should be made available. Provisions for the handicapped will be encouraged.



A. GOALS AND RECOMMENDATIONS

6. Take immediate clean-up and environmental improvement action.

Except for a short length of Bay Park Refuge, the entire shoreline needs cleaning up, the rip-rap placed for diking needs adjustment, unsightly areas of broken concrete, stone and debris should be moved and/or covered with earth. The Mt. Trashmore area would benefit from pick-up, earth cover and minor grading.

Much of this rubble, where not needed for erosion protection, can be moved inland to form the base for earth mounding (including some in Arrowhead marsh for possible nesting sites). Areas should be designated that can receive dredging or excavation spoils for use in land-forming, mounding, etc.

All unsightly and non-maintained construction should be removed from the Park as soon as possible. This includes the dilapidated fencing, bleachers, etc. along Doolittle Drive and Airport Channel.

A channel should be dredged at the base of Arrowhead Marsh that will separate it from the diked and filled area to provide a sanctuary in the Marsh from Park users, dogs and other predators. Additional carefully controlled dredging should be selectively done within Arrowhead Marsh to provide protected, high, above-water, nesting areas and a pond area. Barricades across the Doolittle Pond Dikes would also protect a major bird-resting location.

7. Adopt a plan of Phased Development.

Inasmuch as environmental improvement along the shoreline is of immediate importance other construction may have to be delayed to await available funds. It is recommended that a plan of phased development be adapted, so that subsequent Capital improvements can be budgeted to assure the Shoreline's completion within a reasonable length of time.

Suggested phasing follows with a separate heading within the Development Plan Section.

8. Permit only those activities that are compatible with the goals of this report. Many forms of recreational uses can be compatible with these goals and with each other. Such activities would include (but not necessarily be limited to) fishing, clam digging, beachcombing, driftwood sculpture, bird-watching, walking, hiking, joggin, bicycling, kite-flying, nature study, photography, botanizing, picnicking, tailgate fishing, "frisbee" throwing, insect gathering, sailing, crew racing, canoeing, rowboating, viewing, conversation, contemplation, and sunbathing.

Giant slides, rollercoasters, large paved areas or other man-made, large scale recreational facilities should not be permitted.

A. GOALS AND RECOMMENDATIONS

Excessively noisy or visible activities are not contemplated for this park. Although parts of the Park have high ambient noise levels, additional noise in the form of such activities as model airplane flying and mini-bikes should not be planned unless it can be clearly demonstrated that the visual and audible aspects of these activities does not increase the ambient distraction.

Performance boat racing could be allowed provided: it is restricted to the existing Airport Channel site; it is restricted to specific dates and times, selected so that it does not become a primary Bay use; associated physical changes reinforce the natural environment goals listed above; adequate controls are implemented to mitigate environmental abuse (i.e., no fuel dumping in the water, control of refuse and parking, etc.); the right to phase out this use should be reserved, in case monitoring indicates deterioration of the wildlife and physical environment.

Crew racing and practice, subject to similar restrictions as listed under performance boats, above, and the comments under "Potential Uses," crew racing appears to be a regionally important use of the Bay. But just as with motor racing, it is inherently contrary to the primary goals of the shoreline, and if a conflict arises, the shoreline should prevail.

Small horsepower motor boating is acceptable now, but may have to be phased out if its scale creates noise or visual problems. The District will have to determine when such changes in use require a re-evaluation of the acceptability of activities, based on the criteria of the Goals of this Plan.

9. Park development should include planning and construction for noise control and visual screening.

Mounding and earth-forming of significant size, and other carefully controlled solid barriers, should be located throughout the park to provide protection from the noise of the surrounding auto and truck traffic. This should be done in conjunction with planning of specific natural, picnic and resting locations.

Planting is not effective for sound control. Trees and shrubs should be used for sun/wind control, where appropriate to screen nearby, unsightly views and development, and as an attractive natural element in itself.

Tree planting should be done so as not to significantly alter the desirable vistas perceived from any place in the Park.

10. Dredging and land fill should be carefully controlled and be in conformity with the Plan Goals.

Dredging will be required as it has in the past, to maintain flood control channels; dredging spoils might be effectively used for land forming.

A. GOALS AND RECOMMENDATION

It is incumbent upon the District to work with the Flood Control District, Corps of Engineers and other agencies to make sure that any required dredging makes a minimum impact on the environment of mudflats and marshes.

Such required dredging should be located to maximize the recreational use of the water area; i.e. to improve the possibilities of crew racing, or recreational boating.

11. No roads, causeways, bridges or other major structures should be built across the Shoreline Park.

The visual profile around the Bay is already low; the mass of a bridge across the Bay would destroy its value as open space. Auto and truck traffic crossing the Bay would significantly increase the already high noise levels. Major construction across or in the Bay would tend to break the fragile life chain and would drastically alter or destroy the Bay as a recreational area.

Pressures for additional auto access to Bay Fram Island will undoubtedly be felt. But it should be recognized that a Doolittle Drive - 66th Avenue Bridge would strike at the heart of the existence of the Shoreline Park as contemplated by this Plan.

12. Development of commercial activities should be limited to the area of Doolittle Drive.

Restaurants, snack bars, boat sales, storage and rentals, all with proper public bay-shore access could, if properly controlled and developed, be an asset to public use of the Park.

This Doolittle Drive area could provide restroom facilities and refreshments for hikers and bikers.

The present area containing a restaurant could be expanded to include additional facilities, be visually improved and tied into the Shoreline Plan.

13. Construction of surrounding streets and highways should be monitored.

The extension of Edgewater Drive to 66th Avenue and on to Tidewater could, if improperly routed or constructed, destroy a large part of Damon Marsh and significantly encroach on the 100-foot park strip in the Damon Channel and EBMUD property area. The District should work closely with the City of Oakland to insure design and construction of this street that is beneficial to the Park.

The widening of Doolittle Drive (Highway 61) to four lanes could erase an already narrow shoreline along that area of the Bay. The District should work with CALTRANS to prevail upon them to widen this street toward the land, not the Bay, to provide safe turn-out lanes, and to allow for a separated bikeway.

A. GOALS AND RECOMMENDATIONS

14. Cooperate with other jurisdictions for environmental control.

The physical development of contiguous land will have a strong visual impact on the Shoreline Park. The Port of Oakland has a design review process that covers architectural design standards, parking, landscaping and set-backs on their leased properties. The City of Oakland has zoning regulations on land within their jurisdiction as has the City of Alameda. BCDC has review powers over shoreline development.

E.B.R.P.D. should request prior notification on the development of land adjacent to the shoreline and arrange to give input into jurisdictional permit processes for these areas. Through this kind of cooperative effort, impact on the park environment can be considered and made better.

B. PARK USE AREAS AND BOUNDARIES

Park use areas can be segregated according to their relationship to the water.

Submerged lands are those located at or below mean low tide; they are usually submerged and always afford areas for water-oriented recreation/natural habitat.

Tidelands refer to the salt marsh areas between mean low tide and mean high tide. At a slightly higher elevation is Marshland that is covered only at extreme high tide. This is the area from which man should normally be excluded, because it provides ground-nesting locations for birds and wildlife.

Uplands is the dry land above the mean high tide level, where most visitor activities will take place in this park.

The Park Boundaries, landward, are shown on the map and generally include the 100-foot access strip under BCDC jurisdiction. For planning purposes, the access strip has been extended to include land fronting EBMUD and PG & E property, the Alameda City Dump, and the County of Alameda flood control property near East Creek Channel.

C. ACCESS AND CIRCULATION

Access

Transportation within the Park by motor vehicles should be prohibited. Several auto-oriented access points should be provided:

Pardee Drive should be the principal access point. When constructed, it would touch the Park at a central point and be nearest to the proposed information center.

C. ACCESS AND CIRCULATION

Edgewater Drive now provides access to the Bay Park Refuge and could continue to do so in the future. When Edgewater Drive is extended to 66th Avenue, this access would be more convenient.

Oakport Street, off EBMUD land, could provide a small parking area and trail access along East Creek Channel.

Tidewater Avenue could provide on-street parking for trail access via the 40-foot strip of Flood Control land.

Doolittle Drive offers several access points along Airport Channel and at the Alameda Dump but because of its dense, fast traffic, would have to be improved with adequate pull-over and turn-off space for safe access.

Hegenberger Road, Doolittle Drive and Edgewater Drive are now public bus transportation routes. When use of the Park increases, additional bus routes might be extended along Pardee Drive. The trail along San Leandro Creek from Hegenberger could also afford convenient hiking and biking access.

Bart Coliseum Station is less than a mile from San Leandro Bay at 66th Avenue. The City of Oakland should be prevailed upon to make San Leandro Street and 66th Avenue a pleasant and safe route for pedestrians and bicyclists. This could then serve not only Bart riders but also East Oakland residents from the Hamilton, Frick, Elmhurst, and Havenscourt areas.

Circulation

Circulation within the Park should be by all-weather trails, hard-surfaced in some areas and gravelled in others. Trails should generally be built to District Standards with removable bollards to provide access to maintenance vehicles.

D. CONFLICTS

Doolittle Drive (Highway 61) widening could seriously impede pedestrian and bicycle access to the Airport Channel area of the Park. Every effort should be made to monitor progress of this planning to assure inclusion of a separated bicycle way, pedestrian crossings, adequate traffic control, and landscaping.

D. CONFLICTS

Development of Distribution Center properties that abut the Park. Large scale structures built too close to the Park boundary without adequate landscaping and design controls could encroach on the visual outlook of the Park.

Construction of warehouse terminal on property adjacent to Elmhurst Channel. Drawings for this project show little concern for its visual impact on the Park. An adjacent railroad spur is also planned. Every effort should be made to mitigate the visual and noise pollution this developemtn may produce.

Private industrial development along the East side of Oakland Estuary presents a conflict with the BCDC access in that area, and to development of a connecting trail from High Street Bridge to the Park.

Construction of a Bart extension, if built along Elmhurst Channel and Pardee Road, could, if not properly designed and constructed, seriously impair the enjoyment and use of the Park from both a visual and noise aspect.

EBMUD sewer interceptor holding basins could, if improperly designed, present visual and scale problems in their proximity to the Park. EBMUD has indicated a cooperative attitude toward sensitive design. The possibility of burying these structures should be explored, so the land might serve double use.

The City of Oakland's planned extension of Edgewater Drive to 66th Avenue and Tidewater could destroy Damon Marsh and bring the noise and pollution of additional thru-traffic to the strip of Park on EBMUD property.

The City of Alameda's continued filling of the dump area could conflict with development and use of Doolittle Pond and Mount Trashmore.

Construction of a bridge from Doolittle Pond area across the Bay to 66th Avenue as previously discussed would present the most serious conflict with Park development and use.

Noise from various sources constitutes an obvious potential conflict with the Shoreline Park's use as an area of quiet and isolation. Significant noise sources are the Nimitz Freeway and Doolittle Drive, aircraft over flights (principally from Oakland Airport, North Field, as well as the jet runways) and the San Francisco Airport, jet engine ground testing and run-ups at the Oakland Airport and Naval Air Station, and the use of power boats and drag boat racing on the Bay. While the auto and truck noise may be locally mitigated by massive, dense objects (buildings or berms), the overflight and boat noise remains a significant problem.

E. DEVELOPMENT PHASING

It is recommended that Phases I and II be considered in the presented order. The first increment of Phase III should be done next. The other three parts of Phase III, Phase IV and the two parts of Phase V should each be considered individually as demands and funds become available. They may or may not be built in the order shown.

Phase I: Clean-up, demolition

Remove fences, structures, paving, debris, etc. from the shoreline area. Stockpile removed paving for future use under earth berms. Designate areas for placement of dredged spoils.

Phase II: Heavy site-work

Move, adjust, replace rip-rap along entire shoreline. This work is concerned with the aesthetics of the shoreline, safety, rodent and erosion control. Some re-building will be required where erosion has occurred, or where a changing shoreline may indicate future erosion. Much rip-rap is excessive --this should be pulled out and moved back within the Park boundaries to serve as a base for earth berms and mounds.

Dredging, marsh work should be done at the foot of Arrowhead Marsh. This is not only to clean up the rip-rap, but more importantly, to construct a channel between the Marsh and dry land. In this way, the natural Arrowhead Marsh habitat will be isolated from intrusion from man and dogs.

Rough grade the entire park area. Earth berms and mounds for noise, visual, and privacy control should be built; overlooks for viewing and fishing established. These mounds should be of large scale -- planned so that the general views are not obscured with too-apparent man-made shapes. Paths and walks should be located and graded. Establish drainage patterns.

This phase should be conceptually designed on paper but specifically designed in the field. Grading should be done with soft edges and gentle slopes.

Phase III: Site improvements

Path construction should be done to complete a perimeter path in one phase. Where land acquisition or barriers prohibit completion, then the path should turn to the nearest public access so that an interim hiking-biking loop is established. Paths should be built to accommodate small maintenance vehicles with removable ballards to prohibit other motor vehicles, but not wheelchairs. This phase would also include any required bridge construction as well as entry signing and markers.

E. DEVELOPMENT PHASING

Parking lot construction at selected locations should be minimally done. Gravel topped with fines, then wetted and rolled, will be adequate for a time and perhaps permanently. Black topping can be done only at selected locations that contemplate hard usage.

Extension of utilities to selected building sites should be done prior to completion of path and parking lot construction. These would include building services, fire protection, possible outdoor lighting. It is recommended that except for possible areas immediately adjacent to buildings, irrigation systems not be installed.

Fence construction. Fencing may be required in some areas. This fencing, if in general Park areas, should be done as part of site improvements; if an integral part of a building, it should be built with the building.

Phase IV: Doolittle Pond Improvements/Alameda Dump Grading

Control of water level, maintenance of tidal flushing action when needed, dyke repair, protection of wildlife, construction of viewing areas, platforms, walkways, and general clean-up, should be handled as a complete project so that any disruption caused by construction can be concentrated in one time period.

Grading of Alameda Dump should be done, if possible, in conjunction with Doolittle Pond as each will be affected by the other. Path grading and rip-rap construction along the Bay, mounding, parking area grading should be accomplished in this phase.

Phase V: Landscaping

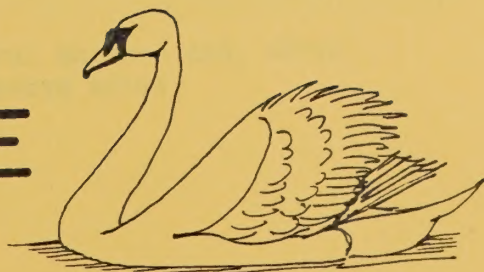
Landscaping could include automatic sprinklered, open play, turfed areas; non-sprinklered, natural grass areas, tree and shrub planting in selected locations.

Phase VI: Construction

Building construction might include an Information Center; Arrowhead Marsh viewing platform and boardwalk; fishing piers and floats.

Restroom facilities, drinking fountains. Because of the remote location of many areas of the Park, vandalism and maintenance problems, it is recommended that restrooms be built only in conjunction with permanent buildings, i.e. the Nature Center. Portable facilities could be tried in various locations as an experimental measure, and located with maintenance in mind. Several drinking fountains at strategic locations would be desirable and located for convenient connection to water mains.

NATURAL RESOURCE MANAGEMENT



IV. NATURAL RESOURCE MANAGEMENT

Exclusive of Arrowhead Marsh, there is now little of the original natural environment left in San Leandro Bay.

A principal goal of Resource Management is to establish and maintain vegetation that will eventually create an environment that approximates that which has been destroyed; that creates a feeling of natural open space and of beauty, yet tends to maintain and regenerate itself because it is natural.

A resource management program must be developed that will encourage the growth and re-growth of indigenous vegetation, maintain shorelines, encourage new marsh-land build-up in certain areas, and maintain sanctuaries where wildlife can be least disturbed.

A. THE BAY

Leave existing pilings and the old boat hull in place. These are used as resting places for many birds. Construction of additional flat bird resting areas on this hull might attract Canadian geese, comorants and Heron. Monitor dredging for assurance of minimal damage. Remove visible debris from mudflats where exposed to view.

B. DOOLITTLE POND

Properly repair the dykes; devise a method of water level and fluctuation control; maintain water levels for optimal condition for birds' feeding and resting and nesting. Construct islands where appropriate and plant with marsh vegetations; construct barriers to discourage people/predator intrusion along dyke.

C. SALT MARSHES

Encourage build-up and establishment of new, natural marshes and, where appropriate, plant new marsh grasses to fill in sparse areas.

D. FLOOD CONTROL CHANNELS

Develop and maintain clean-up program for these channels.

E. GRASSLAND

Discourage growth of grasses promulgated by fill and encourage growth of those grasses which appear to be natural to the regional shoreline and that can survive with minimum maintenance.

F. SHORELINE

Maintain shoreline free of unsightly debris. Driftwood, shells, stones, etc. can be an attractive part of the shoreline environment and should be left. Repair eroded shoreline edges where necessary to protect the park areas. Encourage sand build-up where it naturally occurs.



G. BRUSH LAND

The small area of brushland near 66th Avenue should be maintained and some expansion encouraged. Additional brush in several area including the bay-side slopes of "Mt. Trashmore" should be planted and maintained to encourage small mammal life.

H. TREES

Only one tree is growing in the Park area. Planting trees should be carefully planned with species that would be appropriate to the general area. These trees could provide shade along paths and roosting places for birds; could provide screening and visual points of interest. Care should be taken for minimal disturbance of views by massing of trees.

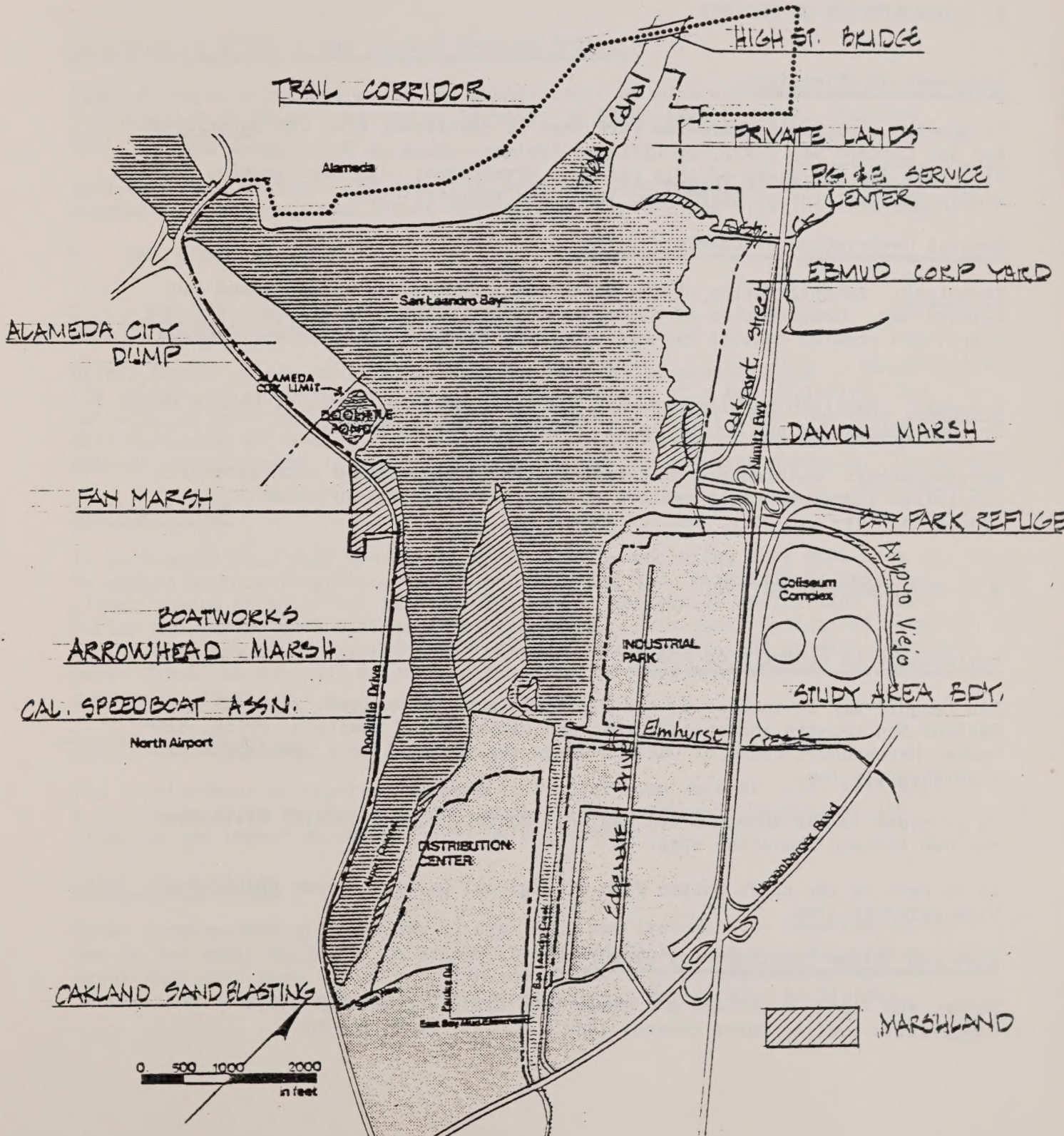
ENVIRONMENTAL IMPACT REPORT



V. ENVIRONMENTAL IMPACT REPORT

A. DESCRIPTION OF PROJECT

Refer to Section IIA for written description of the Park.



A. DESCRIPTION OF PROJECT

Statement of Objectives

To develop a regional Shoreline Park that is consistent with the Guidelines for San Leandro Bay (1972, by Citizens Advisory Group on San Leandro Bay Planning) and the Goals of this Land Use Development Plan (see Section IIIA), within the policies of EBRPD, and local and regional plan.

General Description of Characteristics

Technical: rehabilitation of the marsh lands and filled lands around San Leandro Bay. Construction of minor structures, paths, footbridges, fishing piers, and erosion control rip-rap (see Land Use Development Plan, Section IIIA).

Economic: Negligible. Improvements are non-commercial parts of Public Park System. Sites for one or two small commercial enterprises.

Environmental: Maintenance of existing natural environment with carefully controlled improvements to restore and improve existing environmental conditions (see L.U.D.P., Section IIIA & E).

B. ENVIRONMENTAL SETTING

Environment in Vicinity of Project

San Leandro Bay is located in the flatlands area of Oakland, adjacent to the Oakland-San Leandro industrial area, and close to the Hamilton, Frick, Elmhurst, Havenscourt areas of Oakland whose recreational land open space is significantly low.

It is close to the Robert Crown Regional Shoreline, and several miles from the San Leandro Shoreline area.

It is part of the EBRPD Master Plan of regional parks and open space -- a high priority item.

Rare and Unique Environmental Resources

Water, mud flats, marshland and birds (see L.U.D.P., Section IIG).
Competitive boating water courses (see L.U.D.P., Section IIH).

B. ENVIRONMENTAL SETTING

Reference to Existing and Planned Related Projects

Planned projects include roads and construction on adjacent Port land; construction of Sewer Interceptor Facility by EBMUD (see L.U.D.P., Section IID).

This Park will mitigate the effect of adjacent development by maintaining environmental balance. Cumulative effects will improve the existing environment.

C. ENVIRONMENTAL IMPACT

Environmental Impact of Proposed Action

Direct impact on the environment will be made during construction -- re-working of rip-rap at shorelines, grading, installation of a few utilities, and building of paths and parking areas. The greatest impact of a temporary nature will be caused by dredging that will take place at Arrowhead Marsh. Dredging methods least harmful to the environment should be used (see Appendix, "Dredging").

Doolittle Pond

It is planned that this area be cleaned up. The enclosing dyke will have to be worked on and strengthened; additional resting and, particularly nesting places should be built and planted with grass; methods of controlling tidal action and water level will have to be devised. This construction will mean additional, temporary environmental effect. Construction and general improvements should be done all at once to minimize the length of time of the environmental effect.

Shoreline Remodeling

The re-placement of rip-rap, construction of erosion control, etc. will have a minor impact on the environment. Much of this work will be done at low tides so the impact on the Bay will be minimized.

Other Construction

Other construction will be done on dry land, and includes the construction of one or two small buildings, a bridge, paths and walks, and several parking areas that have been recently filled, have little or no vegetation, and are remote from other development. The environmental impact will be minimal.

C. ENVIRONMENTAL IMPACT

Physical Changes

Physical changes will be to environmentally improve the area. In comparison to the land and water area involved, they will be minimal.

Alterations to the Ecological System

Fish and bird life will be disturbed during the time of dredging and shoreline construction. The improvements, however, will not adversely alter the existing ecological systems.

Population Concentration

Development of the Park will bring many more people into the area. Circulation within the Park will be by walking or bicycling for minimal environmental impact; trails and walks will be maintained. It is anticipated that, except for use around a Nature/Information Center, the population within the Park will generally be dispersed. An exception would be the occurrence of a crowd-attracting competitive event, such as crew racing or a drag boat meet, but these are similar to those that have taken place in the past, with negligible lasting impact on the overall environment. The plan would be implemented so that environmentally harmful activities would be identified and phased out.

Human Use of the Land

Present use of the area is minimal. (see L.U.D.P., Section II-4). Completion of the Park will afford opportunities for greater use by more people. Its location, in a recreationally impacted area, will have a positive effect on the area's residents.

Scenic quality will be vastly improved. Clean-up of the area, landscaping improvements, demolition of unsightly objects will all contribute to this improvement.

Public service will be improved by providing a much needed, regional recreational facility in an area where recreational opportunities are minimal.

Adverse Environmental Effects that Cannot be Avoided

The only adverse effects are those caused by the dredging and shoreline clean-up. The positive effects of improvement of the marshes, and protection of wildlife from human encroachment far outweigh the temporary adverse effects.

D. MITIGATION MEASURES PROPOSED TO MINIMIZE THE IMPACT

Dredging spoils will be placed on dry land.

Asphalt paved areas will be kept to a minimum.

Where required, additional vegetation will be planted on both tidelands and drylands.

Expand marsh area, and provide resting and nesting areas.

E. ALTERNATIVES TO PROPOSED ACTION

The basic objective is to construct a natural, regional park out of an undeveloped area. In order to do this, a number of actions must be taken (refer to Section III, "Recommendations"). Most of the actions will have a positive effect on the environment. Some alternatives are:

Alternatives to dredging would be no dredging or partial dredging. Dredging under this project is to be kept to a minimum and done only to protect wildlife from human or animal encroachment. After the initial impact, the dredging will improve the environment both ecologically and visually.

Alternatives to building construction would be to not build the proposed constructions. The proposed construction is minimal. The environmental improvement far exceeds the possible damage.

The alternative of "no project" would result in environmental degradation. The area would remain in its present unoccupied condition, industrial expansion into the area might take place, erosion in some areas would continue, and the visual aspects would deteriorate.

F. IRREVERSIBLE ENVIRONMENTAL CHANGES

The environmental changes for this project are good. No irreversible environmental damage would occur.

A small amount of non-renewable resources would be used during construction of buildings and bridges, but these are negligible.

Environmental accidents could take place during dredging of oil spilled from the fuel tanks; otherwise there should be none.

Irretrievable commitments of resources -- none.

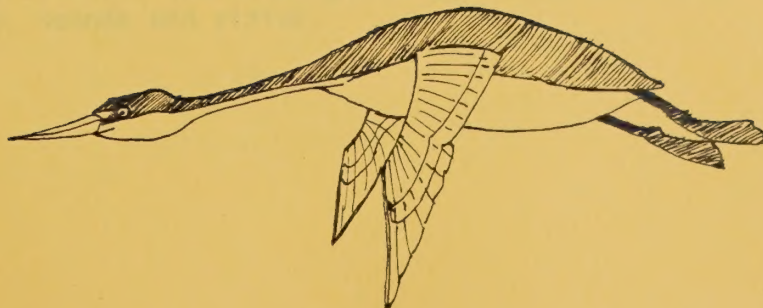
G. GROWTH INDUCING IMPACT

Development of growth fostered by this project would be negligible. It will make life more pleasant for those in the Park district and may foster a small amount of economic growth in the area--restaurants, sport shop, bait shop, boat rentals, etc. But these activities, because of the nature of the Park, will be low-key and small. Additional bus service may be called for in the future. Additional auto trips may be made when the project is completed.

H. WATER QUALITY

Except for initial disturbance of the water during dredging and shoreline construction, this project should have little effect on water quality -- perhaps some improvement because of the natural development.

SUMMARY



VI. SUMMARY

A. DESCRIPTION

San Leandro Bay Regional Shoreline is located in an airport-industrial area in the cities of Alameda and Oakland. It lies next to the Nimitz Freeway and the Oakland Coliseum complex and the Oakland North Airport. The Park serves the entire Bay Area, and is especially important for recreational opportunities to the East Oakland community.

San Leandro Bay has approximately 600 acres of open water at Liegh Tide; the Port of Oakland lease to EBRPD covers 81.0 acres for shoreline development. The shoreline length including 3 miles along adjacent channels, totals about 9-1/2 miles. It extends from a point of land adjacent to the mouth of the Oakland, Alameda Estuary around the bay to encompass the Alameda dump, "Mt. Trashmore". Included is the City of Oakland's Bay Refuge Park, BCDC 100 foot jurisdictional strip, the newly improved San Leandro Creek Flood Control Channel, Arrowhead marsh, Airport Channel and Doolittle Pond.

One of San Leandro Bay's principal values is as a major open space with expansive vistas and outstanding views. Salt marsh lands are unique and valuable assets of the shoreline. These areas, with their water supported plant life and open water provides the estuarine habitat necessary for the varied and extensive shoreline bird-life.

Present Bay uses include boating, fishing, water skiing, clamdigging, bird-watching, photography, picnicking and quiet enjoyment.

B. LAND USE DEVELOPMENT PLAN

Goals.

Goals of the Development Plan are:

1. Retain the Bay's value as a natural wildlife refuge by preserving, maintaining and expanding, to the extent possible, the various environments necessary to healthy fish, bird and animal life.
2. Protect the Bay and its shoreline from encroachment of use, development and conflicts that would significantly alter the feeling and appearance of open space and the attendant sights, sounds and vistas.

B. LAND USE DEVELOPMENT PLAN

3. Develop maximum opportunities for use of the Shoreline Park which are consistent with goals (1) and (2), and in such a way that they can be enjoyed by the largest possible segment of the East Bay population.

Recommendation

In order to achieve these goals the following is recommended:

1. Adopt a policy of preservation and maintenance of natural environments.
2. Limit construction of physical improvements.
3. Improve shoreline accessibility.
4. Provide facilities for nature education.
5. Provide facilities for fishing.
6. Take immediate clean-up and environmental improvement action.
7. Adopt a plan of Phased Development.
8. Permit only those activities that are compatible with the goals of this report.
9. Part development should include planning and construction for noise control and visual screening.
10. Dredging and land fill should be carefully controlled and be in conformity with the Plan Goals.
11. No roads, causeways, bridges or other major structures should be built across the Shoreline Park.
12. Development of commercial activities should be limited to the area of Doolittle Drive.
13. Construction of surrounding streets and highways should be monitored.
14. Cooperate with other jurisdictions for environmental control.

Conflicts

A number of potential conflicts exist that could effect full development and proper utilization of the shoreline. These include widening of Doolittle Drive, extension of Edgewater Drive, various construction on adjacent properties, continued filling of the Alameda dump area, construction of a San Leandro Bay crossing extending from 66th Ave., noise from autos, aircraft and power boats.

Development Phasing

It is recommended that Phases I & II and the first part of Phase III be considered in presented order. Other phases could be done as demands and available funds dictate.

B. LAND USE DEVELOPMENT PLAN

Phase I: Clean up demolition, along entire shore line.

Phase II: Heavy Site Work would include enough-grading mounding, erosion control; minor protective dredging and marsh work; location and grading of paths, establishment of drainage control.

Phase III: Site Improvements to include path construction; parking lot construction; extension of utilities; fence construction.

Phase IV: Doolittle Pond improvements/Alameda Dump grading.

Phase V: Landscaping.

Phase VI: Construction, including building, restrooms, picnic tables, benches, drinking fountains.

C. NATURAL RESOURCES MANAGEMENT

The several district areas and environments will require planned management to enhance the Bay's character and beauty and encourage re-generation of the natural elements are:

1. The Bay: provide resting places for birds, monitor dredging.
2. Doolittle Pond: repair dykes, maintain optimal water levels, encourage vegetation.
3. Salt Marshes: encourage existing and new marshlands.
4. Flood Control Channels: maintain clean up program.
5. Grasslands: encourage natural growth, discourage exotic grasses.
6. Shoreline: clear of unsightly debris, maintain against erosion, encourage sand build-up.
7. Brushland: maintain existing and encourage new growth.
8. Trees: plant and maintain for screening, beauty and enjoyment.

D. ENVIRONMENTAL IMPACT

The general impact on the environment is positive - wildlife habitat will be nurtured, visual aspects of the shoreline will be improved; public access will be provided. Any effect on the ecological system will be of a minor nature and of short duration; controls will be instituted during construction to minimize these effects. Growth inducing impact will be negligible. No irreversible environmental damage will occur.

SUMMARY: ENVIRONMENTAL IMPACTS

CATEGORY DESCRIPTION

PHYSICAL ENVIRONMENT

GEOLOGY	Seismic Disturbance
SOILS	Sedimentation/Erosion Stability
HYDROLOGY	Increased runoff
TOPOGRAPHY	Grading
BIOTIC COMMUNITIES	Vegetation: Change of quantity Change of type Wildlife quantity Habitat
ATMOSPHERIC	Noise Air Quality

SOCIAL & CULTURAL ENVIRONMENT

ACTIVITIES; ALTERNATIVES TO EVERYDAY
SCENIC/VISUAL
EMPLOYMENT
SOCIAL PROBLEMS Vandalism/Crime
ARCHEOLOGY

A - Based on development of acoustic buffers, not activity-inducement

B - Based on no commercial enterprises

N/A - Not Applicable

● Indicates strong impact if proposed project is implemented.

○ Indicates moderate impact if proposed project is implemented.

IMPACT

Severe	Moderate	Slight	Negligible	Long Term	Short Term	Direct	Indirect	Irreversible	Reversible	Positive	Negative
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SUMMARY: ENVIRONMENTAL IMPACTS

CATEGORY DESCRIPTION

BUILT ENVIRONMENT

UTILITIES Power/Energy
 Telephone
 Water Supply
 Sewer

PUBLIC SERVICES Schools
 Fire Protection
 Solid Waste
 Streets & Parking

OTHER Housing
 Commercial

IMPACT

Severe	Moderate	Slight	Negligible	Long Term	Short Term	Direct	Indirect	Irreversible	Reversible	Positive	Negative
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Long Term

Short Term

Direct

Indirect

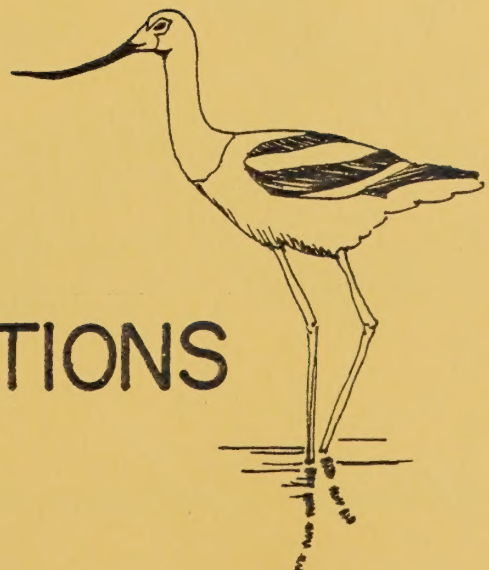
Irreversible

Reversible

Positive

Negative

ILLUSTRATIONS



VII. ILLUSTRATIONS

1. OWNERSHIP AND JURISDICTION

Major property ownerships, outline of principal government jurisdiction, and extent of E.B.R.P.D. property.

2. LAND USE DEVELOPMENT PLAN

Diagram of those recommended uses which can be graphically illustrated. See Chapter III, DEVELOPMENT PLAN, for full explanation.

3. NATURAL RESOURCES MANAGEMENT PLAN

Schematic diagram of recommended action for the management of the natural resources of San Leandro Bay. See Chapter IV, for full explanation.

4. CONFLICTS PLAN

Existing and potential conflicts that could be graphically illustrated. See Chapter III, Section D, for full description.

5. ACCESS AND CIRCULATION

Existing and recommended pedestrian, bikeways, vehicular, and bus routes. See Chapter III, Section C, for full description.

6. PHOTOGRAPH

From Airport Channel looking North.

7. PHOTOGRAPH

Marsh at Airport Channel.

Ratcliff Slama & Cadwalader

ARCHITECTS & PLANNERS

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OWNER: U.S. ARMY CORPS OF ENGINEERS
PROJECT: BC PGS PROJECT NUMBER

SAN LEANDRO BAY REGIONAL SHORELINE

prepared for:
East Bay Regional
Park District

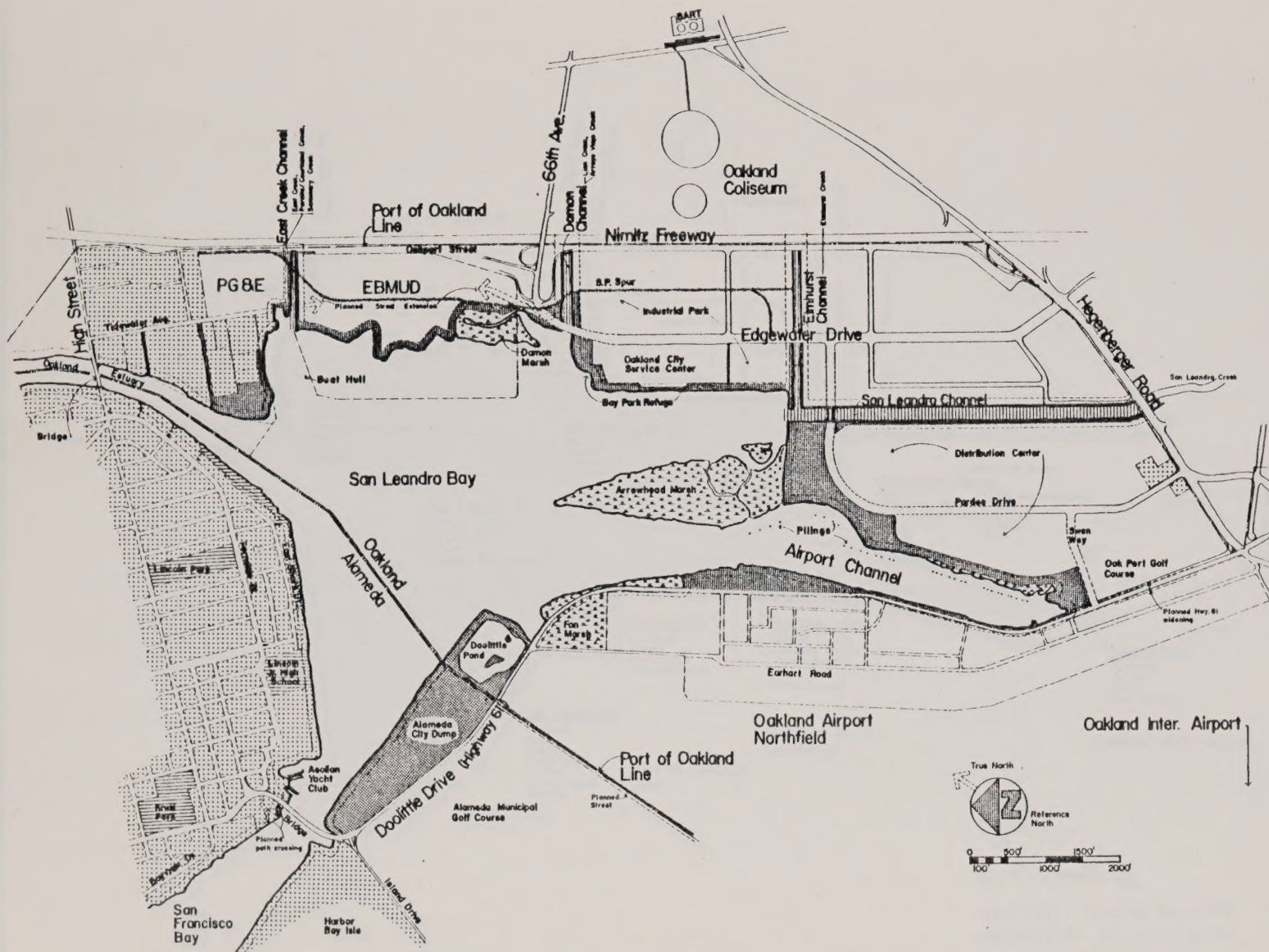
Draft: December 1976
Revised: March 1977

Legend:

- EBRPD.
- City of Alameda
- Private Property
- Marsh
- County F.C.D.
- Planned Street
- Port Area Line
- Property Line
- Railroad Track
- B.C.D.C.

Ownership & Jurisdiction Plan

1



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SAN LEANDRO BAY REGIONAL SHORELINE

prepared for:
East Bay Regional
Park District

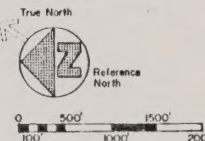
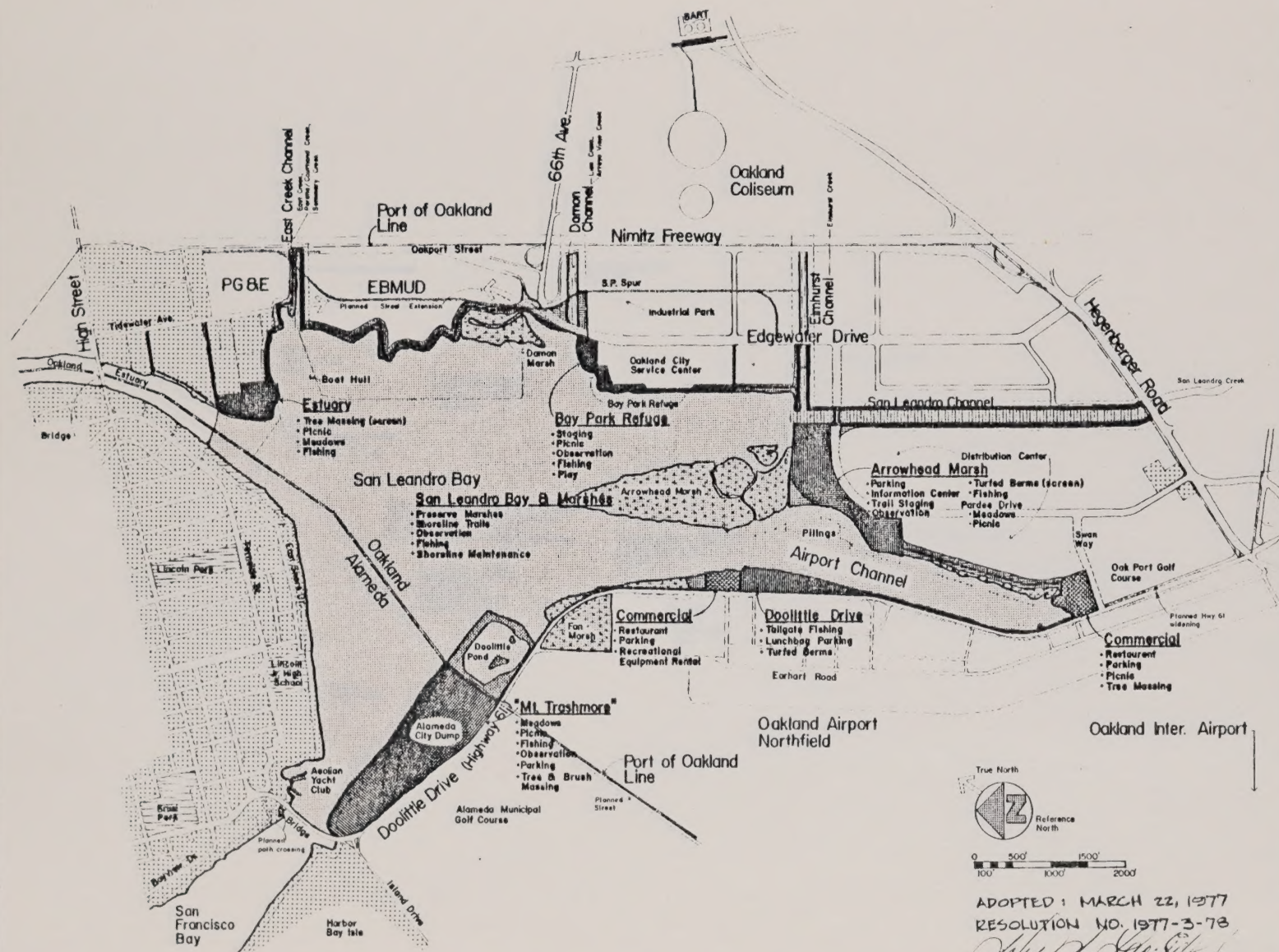
Draft: December 1976
Revised: March 1977

Legend:

- EBRPD.
- City of Alameda
- Private Property
- Marsh
- County F.C.D.
- Planned Street
- Port Area Line
- Property Line
- Railroad Track
- B.C.D.C.
- Natural Environmental Unit
- Recreation Cluster
- Commercial Area
- Existing Park
- Shoreline Trail

Land Use Development Plan

2



ADOPTED: MARCH 22, 1977
RESOLUTION NO. 1977-3-73

Walter J. Ratcliff
President, Board of Directors

DOWN JR
PRINCIPAL BC
PGS PROJECT DIRECTOR

3

John J. Smith
President, Board of Directors

Ratcliff Slama & Cadwalader

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SAN LEANDRO BAY REGIONAL SHORELINE

prepared for:
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Park District

Draft: December 1976
Revised: March 1977

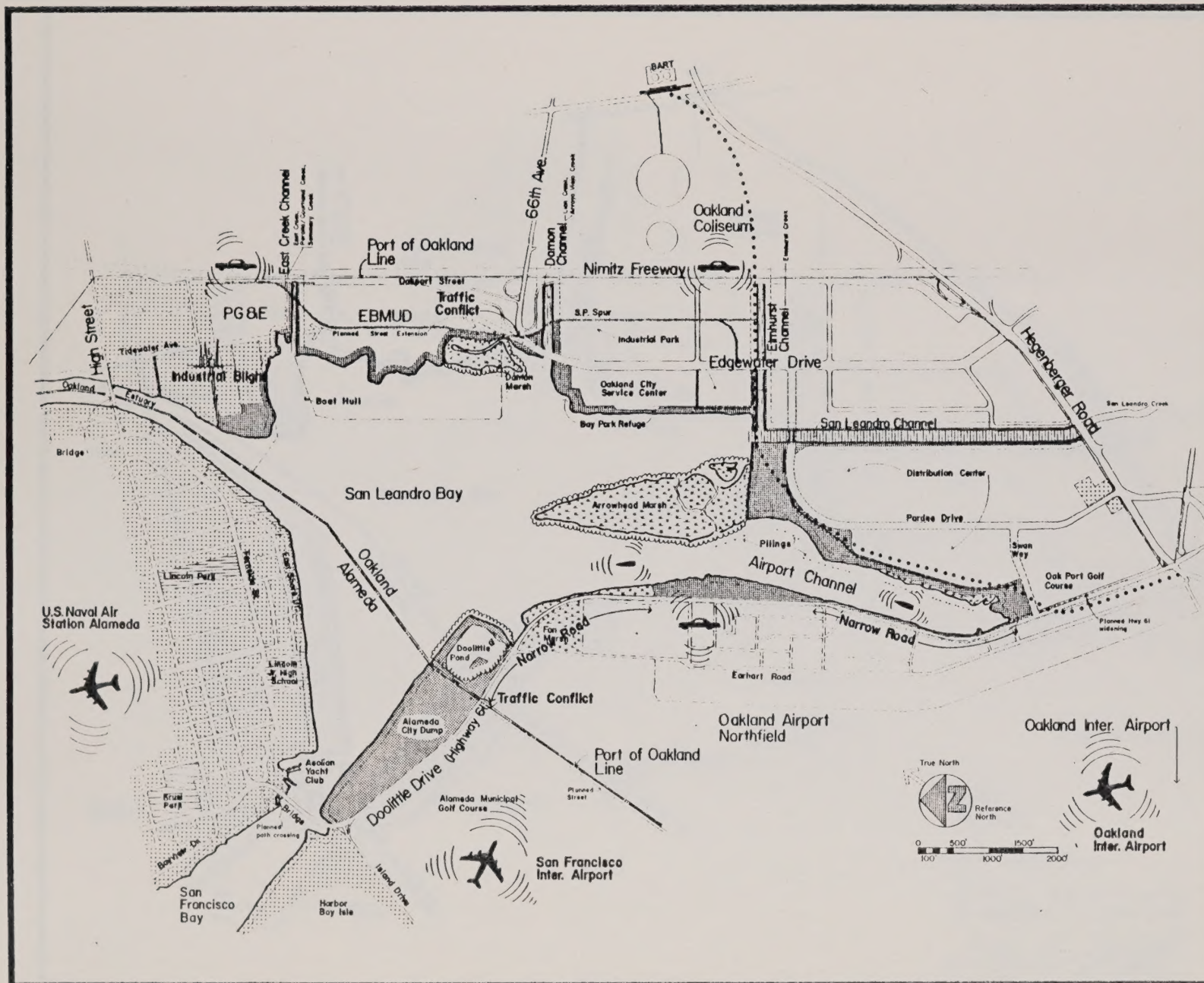
Legend:

- EBRPD
- City of Alameda
- Private Property
- Marsh
- County F.C.D.
- Planned Street
- Port Area Line
- Property Line
- Railroad Track
- B.C.D.C.

- Port Extension (Proposed)
- Noise Source
- Airplanes
- Power Boats
- Auto. Traffic
- Visual Screen (Proposed)
- Restricted Area (Proposed)

Conflicts Plan

4



Ratcliff Slama & Cadwalader

ARCHITECTS & PLANNERS

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SAN LEANDRO BAY REGIONAL SHORELINE

prepared for:
East Bay Regional
Park District

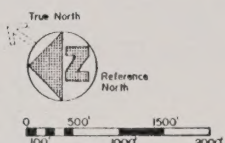
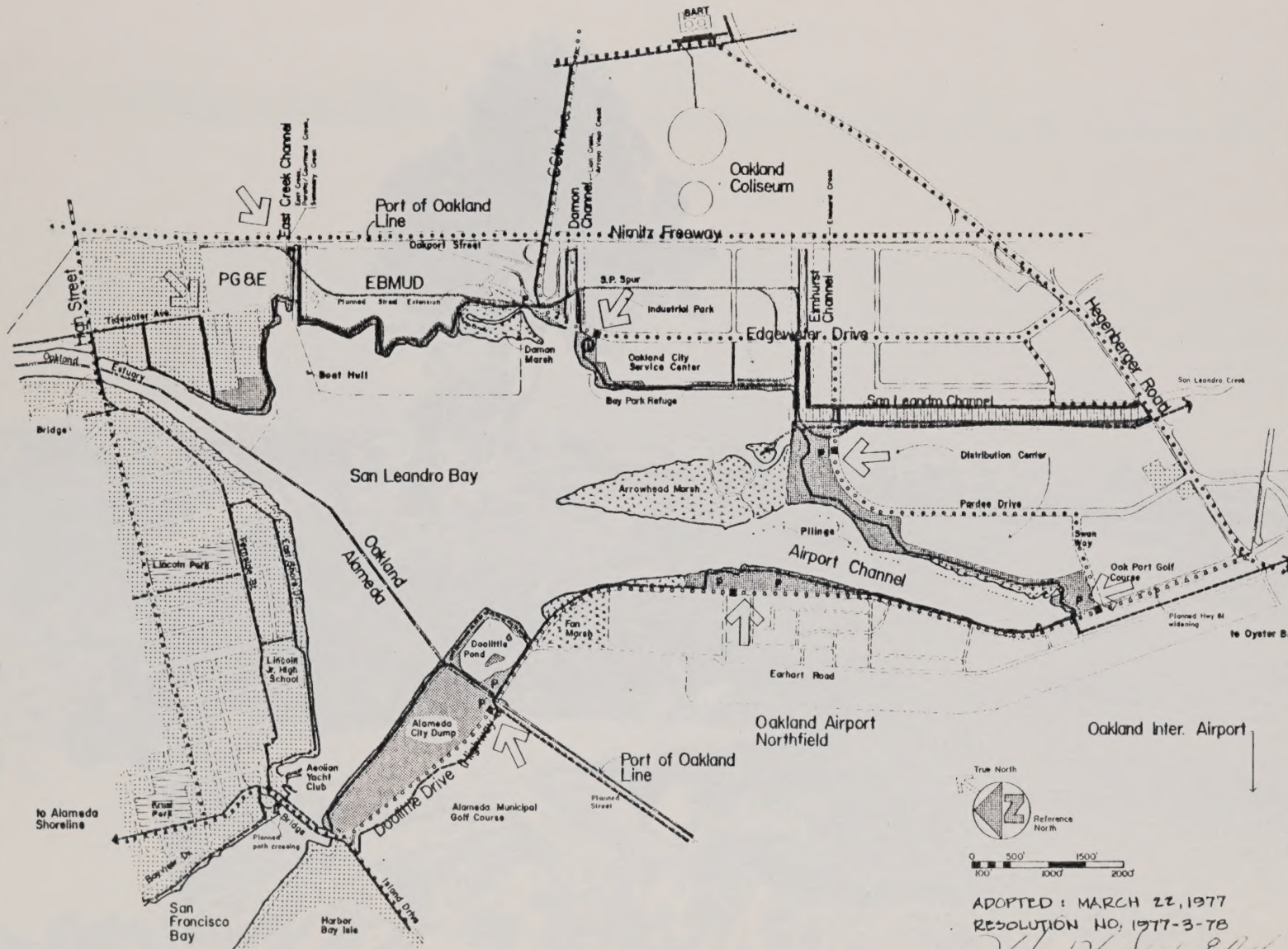
Draft: December 1976
Revised: March 1977

Legend:

- EBRPD.
- City of Alameda
- Private Property
- Marsh
- County F.C.D.
- Planned Street
- Port Area Line
- Property Line
- Railroad Track
- B.C.D.C.
- Park Entrance (Proposed)
- Bicycle/Hiking Trail (Existing)
- Bicycle/Hiking Trail (Proposed)
- Nature Trail (Proposed)
- Bus Route (Existing)
- Bus Route (Proposed)
- Bus Stop (Proposed)
- Parking (Existing)
- Parking (Proposed)
- Railroad Track

Access and Circulation

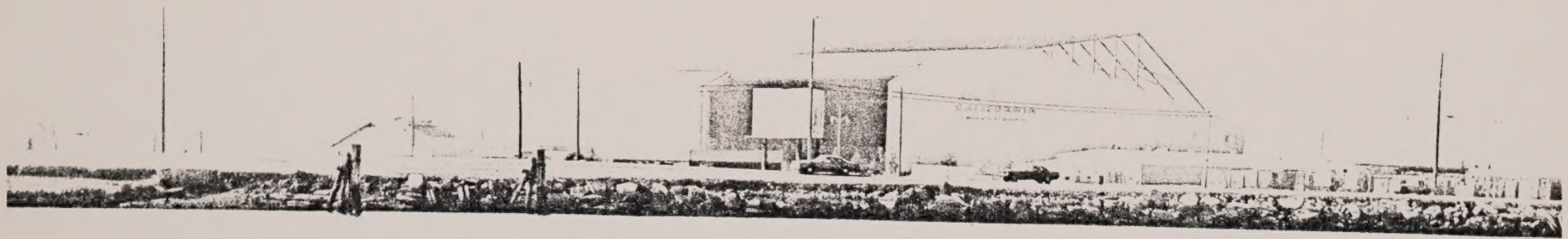
5



ADOPTED: MARCH 22, 1977
RESOLUTION NO. 1977-3-78

John D. Steward
President, Board of Directors





APPENDICES



VIII. APPENDICES

- A) E.B.R.P.D. MASTER PLAN (EXCERPTS)
- B) DREDGING
- C) NOISE
- D) WHAT EATS WHAT IN THE MARINE WORLD
- E) B.C.D.C. JURISDICTIONS & PERMIT REQUIREMENTS
- F) BIRDS OF SAN LEANDRO BAY
- G) PROPOSED CREW RACING
- H) REPORT ON PUBLIC HEARING
- I) ORGANIZATIONS AND PERSON CONTACTED
- J) CREDITS

A. E.B.R.P.D. MASTER PLAN (EXCERPT)

REGIONAL SHORELINE**Purpose**

A Regional Shoreline is an area of land and related water area located on a bay, estuary or river, which has significant recreational, natural or scenic values.

Minimum Standards

For an area to be considered suitable for designation as a Regional Shoreline, it must possess one of the following characteristics:

1. A shoreline area (or grouping of smaller areas connected by trail or water access) possessing a variety of natural shoreline environments and manageable units of littoral, tidal, near-shore area and uplands which have value for scientific or educational purposes with at least 5 to 40 percent of the area suitable for accomodating a variety of regional shoreline recreational activities.
2. A shoreline area of land and related water suitable for providing opportunities for a variety of regional shoreline recreational activities such as swimming, fishing, boating, viewing, or other public shoreline uses.

Planning and Management Guidelines

1. Planning for a Regional Shoreline should provide for a balance between two basic purposes — conservation of the significant resource values of the Alameda/Contra Costa shoreline, and shoreline related recreation, both for District residents in general and for the urban-impacted communities that neighbor the shoreline.
2. The primary planning and management objective should be to provide maximum public access to the shoreline by providing a variety of compatible shoreline recreational opportunities while preserving or, when necessary, restoring near natural shoreline environments.
3. The overall site plan for each area of Shoreline shall, on the basis of a detailed resources study, designate and establish the boundaries for a regional preserve, if suitable, or natural environmental unit and a recreation cluster within each area of Shoreline.
4. Areas within a Regional Shoreline designated as a recreation cluster may be developed for active recreational pursuits such as beaches, picnic areas, shoreline meadow or turfed areas, shoreline and pier fishing areas, marinas, boat landings, visitor centers, interpretive facilities, viewpoints and concessions related to and necessary for the operation of any of the uses.
5. The entire immediate shoreline should be available for public enjoyment and education. Where possible, all staging facilities (except for those which must be on the shoreline or over the water surface, i.e., fishing pier) should be confined to uplands that are a minimum of 100 feet from the actual shoreline.
6. Wherever feasible, Regional Shoreline areas should be reached by public transit, public ferry or private boat, or a transportation system connecting to an inland site, rather than by the private automobile.
7. The planning and operation for Regional Shoreline will take advantage of urban threshold possibilities where the following criteria are met:
 - a. Closeness to urban communities.
 - b. Wide variety of environmental resources for interpretation.
 - c. Possibilities for introductory experiences and programs for urbanites not accustomed to the use of regional scale parklands.

B. DREDGING (EXCERPT FROM "GUIDELINES FOR SAN LEANDRO BAY"):

Scope

Dredging in San Leandro Bay should be limited to that needed for flood-control or other approved, planned purposes which would not have long-lasting adverse effects on the aquatic environment.

To maintain outfall discharge capacities, dredging of materials deposited from siltation is necessary. Flood discharges are almost always accompanied by solid matter transport and consequent siltation where stream velocities decrease, such as Bay outlets. If dredging were not done, the outfall capacities of San Leandro Bay would become restricted and the drainage facilities constructed upstream of the Bay (mostly in populated areas) would become less effective. The consequences would be sporadic flooding of residential areas adjacent to the control channels.

The frequency and magnitude of dredging needed for flood control have not been accurately determined. On the basis of experience with other major outfall channels in Alameda County, it is estimated that maintenance dredging may have to be done every 4 to 5 years.

Every effort should be made to minimize the frequency of maintenance dredging. To this end, flood control channels should be engineered (channel sections, and bottom grades and elevations should be determined), and the influence of siltation on the hydraulic performance of the channels should be studied.

Methods

Methods of dredging should be selected so as to minimize the total turbidity created and the total amounts of solids put into suspension. The turbidity created and the solids suspended result both from the actual removal of materials and from the discharge of dredging effluent back into the Bay.

Dredging equipment and operations should be such that there will be no further Bay pollution from fuels, oils, or other harmful materials originating from the equipment and its operation.

Dredging methods and their conduct should comply with all applicable federal, state, county, and municipal laws concerning pollution of lakes, streams, and bays. Work should be accomplished when the effect on the area will be least damaging. It may be more beneficial to dredge during the winter when the turbidity is greatest and the effect of dredging may have the least influence on the Bay ecology.

B. DREDGING

Disposal of Dredge Spoils

It is expected that the concentration of volatile solids, nitrogen, mercury, lead, zinc, and other deleterious substances in Bay mud, and possibly flood-originating silts and clays, will preclude the disposition of spoils in the Bay or on adjacent mudflats. Chemical tests should be conducted, however, on samples of flood-deposited silts just before dredging operations, so as to aid in planning disposition of dredge spoils.

First priority should be given to the disposal of dredged spoils around San Leandro Bay, where earth fill may be necessary for land development, such as construction of sound-proofing berms, provided that the criteria mentioned in the previous paragraph can be satisfied.

Contaminated dredge spoils should preferably be disposed of on land, particularly in areas already earmarked for construction and areas where the spoils will be permanently confined in such a manner as not to pollute the Bay or inland aquifers through seepage or leaching.

Spoils which cannot be disposed of in the immediate vicinity of San Leandro Bay must be disposed of in areas, inland or offshore, approved by federal, state, county, and municipal authorities in order of importance.

WILSON, IHRIG & ASSOCIATES, INC.
ACOUSTICAL CONSULTANTS

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HUGH J. SAURENMAN, PH.D.

November 3, 1976

Ratcliff, Slama & Cadwalader
Post Office Box 1022
Berkeley, California

Subject: San Leandro Bay Park
Noise Survey

On October 19 and 21, 1976, between the hours of 1:00 p.m. and 6:00 p.m., spot A-weighted noise measurements were performed for purposes of describing approximately the noise environment along the perimeter of the proposed San Leandro Bay Park. The measurements consisted of documenting the maximum A-weighted noise levels due to frequent aircraft operations, and truck and automobile traffic along the Nimitz Freeway and Doolittle Drive. Also measured at each location was the background A-weighted noise level which exists in the absence of discreet identifiable noise sources. The numerical results are presented in Table I.

Average maximum A-weighted noise levels of 54, 62, and 65 dB[A] were measured for discreet automobiles or trucks, propellor driven aircraft, and jet aircraft, respectively. The average background noise in the absence of discreet identifiable noise sources was 49 dB[A].

The presence of high aircraft noise levels represents a significant impact upon the entire proposed San Leandro Bay Park area. The background noise levels in most of the park in the absence of aircraft are considered acceptable for an urban park of the type proposed. However, noise control measures for areas in view of Doolittle Drive traffic and where such traffic raises the background noise level above 50 dB[A], or where average maximum discreet traffic noise is above 55 dB[A], may be considered. These areas are discussed under the CONCLUSIONS section.

CONCLUSIONS

If aircraft noise were absent from the proposed San Leandro Bay Park the noise environment could be described as quiet and conducive towards rest and relaxation except for those areas affected by Doolittle Drive traffic noise, i.e., areas represented by locations A, E, and F where the background noise level is higher than 50 dB[A], or where the daytime L_{EQ} is higher than 55 dB[A]. However, inclusion of the transient aircraft noise indicates that acceptable noise levels for the proposed San Leandro Bay Park will be exceeded. However, no practical noise control measure is available to the park district for reducing the aircraft generated noise unless flight patterns from the old Oakland Airport can be modified. Since general aviation traffic from the old Oakland Airport is directed by air traffic controllers to turn over San Leandro Bay after northbound take-off in order to avoid the residential community, the existing flight patterns will probably have to be accepted.

However, some subjective compensation for the frequent high aircraft noise levels might be obtained if measures are taken to insure a quiet background noise environment between the transient aircraft noises, so that the park visitor may experience a sense of solitude if only for a fraction of the time he or she is visiting the park. Since most of the perimeter of San Leandro Bay already achieves this goal, i.e., areas represented by locations B, C, D, and H where the background noise level is less than 50 dB[A], such measures could be limited to only those areas affected by Doolittle Drive traffic; i.e., those represented by locations A, E, and F. Such measures would likely include establishment of an earth berm between the Doolittle Drive shoulder and the visitor use areas along the shore of the Bay, to act as a sound barrier against tire noise. Such a berm may also add to the visual aesthetic quality of the park. Note that a low sound barrier berm will have no affect upon truck exhaust noise since their exhaust outlets are typically high above grade and construction of berms with sufficient height to be effective in alleviating such exhaust noise may be impractical. Details of exact berm location and height are beyond the scope of this work.

Similarly, traffic along the proposed extension of Pardee Drive will cause increased noise levels in the area along the north shore of Airport Channel if the traffic density or speed is of sufficient magnitude. Thus, an earth berm may be advisable in the same manner as along Doolittle Drive. If practical, truck traffic should be restricted on Pardee Drive as a further measure against undesirable noise intrusions.

WILSON, IHRIG & ASSOCIATES, INC.

San Leandro Bay Park

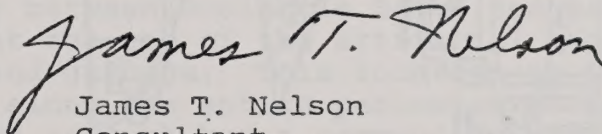
~~Use of earth berms for noise control is anticipated to reduce tire/pavement noise significantly.~~ However, the actual reduction achieved is not presently known without a detailed analysis of the berm design and propagation characteristics of sound over the areas in question. Such analysis is not within the scope of this report.

Note also that reduction of background traffic noise by use of berms will not significantly alter the noise environment with respect to the goals of the California State Plan for Health [Reference 1] or the acceptable levels identified by EPA [Reference 2] for outside areas since the noise level descriptors used in these two references are influenced primarily by aircraft noise.

If further questions regarding the content of the above survey results or noise criteria arise, do not hesitate to call. If desired, we would be pleased to submit a cost estimate for a detailed analysis of berm height, placement, effectiveness, etc. The opportunity to provide services with respect to the above proposed project is greatly appreciated, and we would look forward to being of service in the future.

Very truly yours,

WILSON, IHRIG & ASSOCIATES, INC.



James T. Nelson
Consultant

encls [Appendices A & B]

JTN:kk

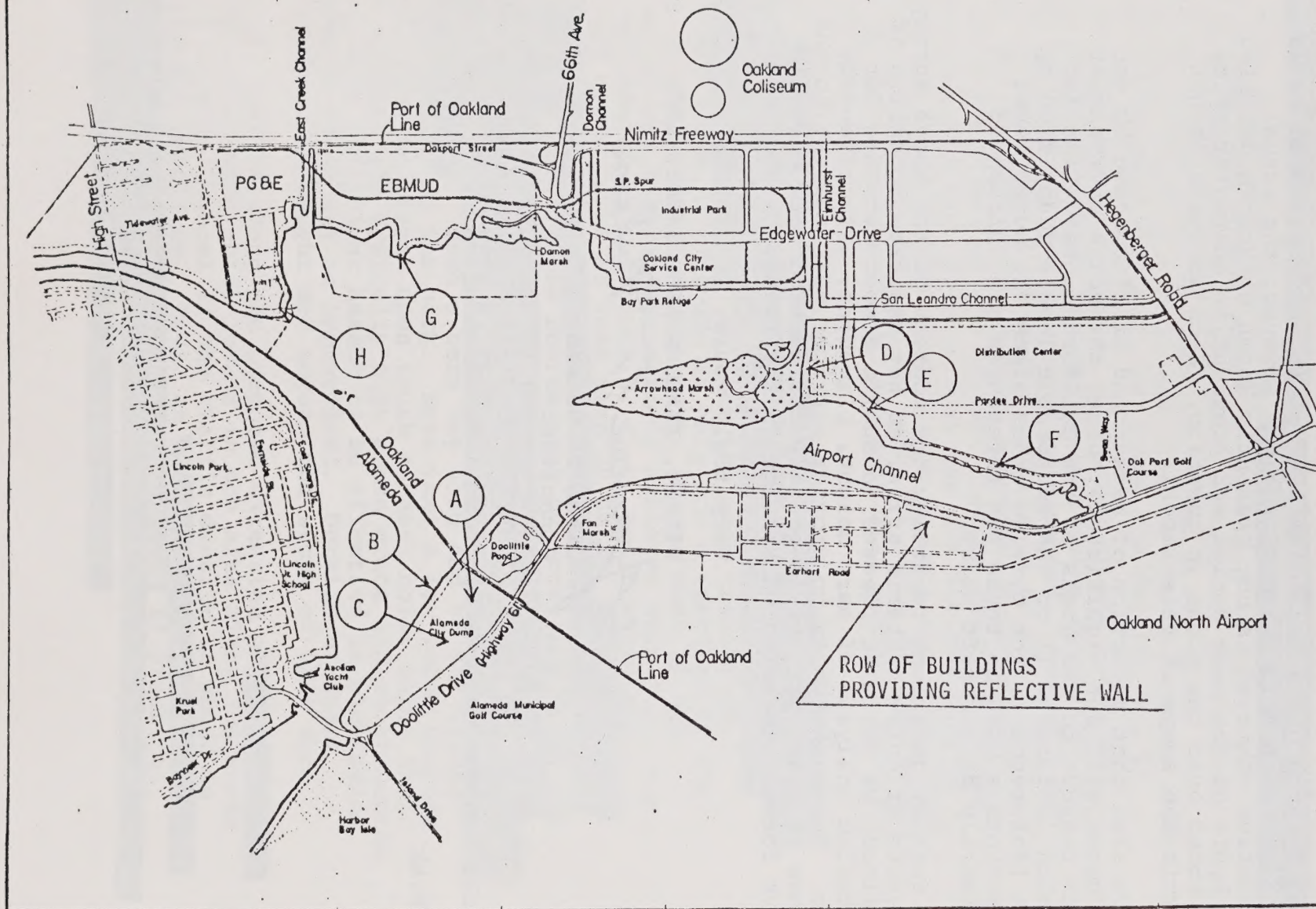


FIGURE 1 MEASUREMENT LOCATIONS

TABLE II MEASUREMENT LOCATIONS

<u>Location</u>	<u>Description</u>
A	At the Alameda City Dump, approximately 300 ft north of Doolittle Pond, midway between Doolittle Drive [Highway 61] and San Leandro Bay. Doolittle Drive is in view at this location which is on the brow of a raised area behind the currently existing office of the dump. This location is not the highest in the area, being dominated by the artificial mound of fill immediately west of this location.
B	At the Alameda City Dump, on the shoreline of San Leandro Bay, approximately 20 ft above the water level, behind location A, and well shielded from Doolittle Drive by the artificial mound of fill. The only significant source of traffic noise is the grating of the Doolittle Drive [Highway 61] drawbridge approximately 1800 ft to the northwest of this position.
C	Approximately 600 ft west of Doolittle Pond, midway between Doolittle Drive and San Leandro Bay, at the top of the artificial mound of earth fill and garbage. This location is the highest point along the entire perimeter of San Leandro Bay and as such has a commanding view of the entire surrounding area. However, in contrast to location A, this position is not in view of nearby Doolittle Drive at the base of the mound.
D	Adjacent to and east of Arrowhead Marsh, at the edge of a broad expanse of earth fill, in view of Doolittle Drive some 1200 ft to the south.
E	Approximately 600 ft east of Arrowhead Marsh on the north shore of Airport Channel, near the proposed extension of Pardee Drive, in view of Doolittle Drive 1000 ft distant.
F	Approximately 1600 ft east of Arrowhead Marsh on the north shore of Aircraft Channel, in view of Doolittle Drive 600 ft distant. This location experiences somewhat higher traffic generated noise levels than locations D and E due to the long continuous reflective walls of warehouses lining the south side of Doolittle Drive.

TABLE II [CONT.]

<u>Location</u>	<u>Description</u>
G	On the southernmost extreme of shoreline between East Creek Channel and Damon Channel. The area north of this position consists of flat artificial earth fill and brush with an uninterrupted view of traffic on Nimitz Freeway 1200 ft north of this position.
H	On the southeasternmost point of the area bounded by Tidewater Avenue, High Street, and the Oakland Estuary. This area is currently used as a storage area for truck freight containers. No nearby truck related operations were going on during the measurement periods.

REFERENCES

1. "California State Plan for Health", 1971, Task Force for the Development of the State Plan for Health, California Department of Health.
2. "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety", Marcy 1974, U.S. Environmental Protection Agency, Washington, D.C.

D. WHAT EATS WHAT IN THE MARINE WORLD (EXCERPT FOR "GUIDELINES FOR SAN LEANDRO BAY".)

Plankton: The Base of Water Life

Any discussion of the food web must go back, inevitably, to plankton.

Phytoplankton are tiny floating plants that contain chlorophyll and are able to make their own food from water-borne nutrients, water, and oxygen in the presence of sunlight. Zooplankton are tiny floating animals that feed on phytoplankton and are in turn eaten by larger organisms (as also is phytoplankton). These tiny organisms (often single-celled, often microscopic) are so numerous that they may discolor ocean waters in which they float or make a brownish scum on the rocks in ponds or streams.

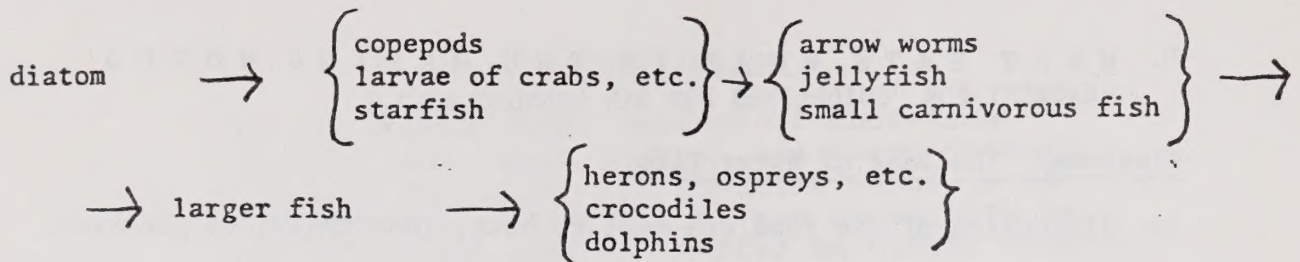
Practically every form of aquatic life depends directly or indirectly on plankton: the diatoms, flagellates, copepods, and other minute creatures that swarm in any fertile body of water. We are therefore concerned with maintaining conditions that encourage the growth of plankton.

Food Chains

Most of the more complex organisms feed on something that has fed on plankton, but the whalebone whales (among the largest and most highly organized animals) feed on it directly: They take a mouthful of sea water, squirt it out through their whalebone filters, and swallow what gets stuck there. The somewhat gelatinous mass includes single-celled plankton and more complex but still minute creatures--tiny crustaceans, the larvae of crabs, lobsters, prawns, and barnacles, of sea urchins and brittle stars, of various mollusks. All the small creatures, such as arrow worms, jellyfish, and crustaceans, that feed on smaller plankton are themselves subject to being eaten up by something larger.

A food chain (or food web) usually has about three stages, but may run to five before it reaches its topmost members. Those topmost members, of course, are broken down after death by bacteria and other small organisms; thus the salmon or hawk or whatever is reduced to simple nutrients ready to feed diatoms in the ocean or in the soil and so start the cycle all over again. A typical example may be represented thus:

D. WHAT EATS WHAT IN THE MARINE WORLD



When bacteria and decay organisms have done their work all is recycled.

The Pyramid of Concentration

The numbers of single-celled organisms needed to support life in crabs, egrets, whales, and all the other higher organisms is almost beyond comprehension. For instance, the diatoms have siliceous (that is, glassy or quartz-like) shells--of great complexity and beauty, by the way. Shells of dead diatoms fall to the bottom of the ocean or pond. Diatomaceous earth is built up of ancient deposits and has been raised above water level, in some places, by motions of the earth's crust. It may occur in beds from a few feet to several thousand feet thick; only one cubic inch of diatomite contains several million discarded shells. Yet these vast beds represent only a small portion of the total diatom population of their day.

When diatoms are eaten by copepods or by larvae of "higher" water life, an astonishingly small amount of their body substance ends up incorporated into the body of the eater. The rest is used to generate heat and energy. The efficiency of zooplankton production from phytoplankton is only 15/1000 or 1%. The efficiency of production at the top of this part of the chain is from 5/100,000 to 25/100,000 or 1%. Think of the unimaginable numbers of diatoms and other single-celled organisms that have to be generated to keep a heron in groceries!

Pollution and the Pyramid

The diatoms keep growing and reproducing by splitting so long as they have water, nutrients, oxygen, and light. But some forms of pollution deprive them of oxygen. Any material in the water--from algal bloom to sewage--that must be disposed of by bacterial action requires oxygen. If the oxygen dissolved in the water is used up by too much such material, there is nothing left to support zooplanktonic growth, and none of the forms of life that depend on zooplankton can be supported. Birds do not feed where there is pollution--the cupboard is bare.

D. WHAT EATS WHAT IN THE MARINE WORLD

Not only does pollution deprive an environment of dissolved oxygen. Harmful substances, such as toxic elements (many of the "trace elements" are necessary in tiny amounts but poisonous in larger amounts) in compounds leached out of the soil by overirrigation, or man-made poisons such as DDT, wash down into streams and bays. These substances, if ingested by any form of life, are usually retained by that organism and ingested by the next one up the chain. How great a concentration this may ultimately result in! We are told that the total weight of organisms at the bottom of the chain may be as much as 15 times the total of all the more highly organized creatures that depend on the microscopic base. We all know what has been happening to pelicans that have fed on something that ate something that had ingested DDT--they develop high concentrations of DDT in their own tissues, and one effect is that their eggs have shells too thin and weak to protect the life within.

Dependencies in San Leandro Bay

To see what eats what among the birds that feed on products of bay, creek, or marsh we can refer to the accompanying table. It includes those birds in the list of "Birds of San Leandro Bay" that depend ultimately on plankton. Information is taken from Peterson's "Field Guide to Western Birds." The numbers in the table refer to the order in which each item occurs in the listing of the birds' food sources. (The entry "S" means sometimes.) For example, the listing for food of geese is given as "Mainly grasses, seeds, aquatic plants. Brants prefer eel grass. Emperor goose eats shellfish." It doesn't take much study of this table to see how vulnerable our birds are to effects of pollution on plankton, the basis of all aquatic life.

D. WHAT EATS WHAT IN THE MARINE WORLD

FOOD ITEMS FOR BIRDS OF SAN LEANDRO BAY (see last paragraph of text)

	Plankton	Aquatic Plants	Mollusks, snails, bivalves, cuttlefish	Crustaceans	Worms, other Invertebrates	Aquatic insects, insects	Small aquatic animals	Fish	Tadpoles, frogs	Lizards, reptiles	Mice, other rodents	Carriion, refuse	Seeds, grasses, buds	Other
Loons							2	1						
Grebes				2		4		1	3					their own feathers
Pelicans				2				1						
Cormorants				2				1						
Hérons, bitterns				3		8		1	2		5			other aquatic life
Geese		2		5									1	
Ducks (surface)		1				4	3						2	
Ducks (diving)		1	2	2			1							
Rails, coots		1	5	4		2			3				6	
Plovers, etc.						2	1						3	vegetable matter
Snipes, sandpipers			3	2	4	1							5	berries
Avocets				2	1	3								
Phalaropes	1			3	2	4								
Gulls		2	1	1	1	1						3		plant & animal food
Terns			2	2	2	3		1						
Vultures												1		
Owls						5		4		3	1			birds
Kingfishers						2		1		3				

E. B.C.D.C. JURISDICTION & PERMIT REQUIREMENTS

BCDC Jurisdiction

If work is to be undertaken in the following areas, a BCDC permit must be obtained:

A. The Bay. All water areas subject to tidal action from the Golden Gate (Point Bonita and Land's End on the west) to the area of Chipps Island and Collinsville at the entrance to the Delta. The Bay also includes all marshlands, sloughs, and portions of the following rivers, creeks, and other tributaries: Alameda Creek Flood Control Channel, Castro Creek, Corte Madera Creek, Coyote Creek, Gallinas Creek, Islais Creek, Mt. Eden Creek, Napa River, Novato Creek, Petaluma River, Plummer Creek, Redwood Creek, San Francisquito Creek, Sonoma Creek, Spoonbill Creek, and Tolay Creek. Permits are not required for work in other waterways that flow into the Bay.

B. Salt Ponds and Managed Wetlands. All areas adjacent to the Bay which have been diked off from the Bay as of November 10, 1966, (a) for the solar evaporation of Bay water in the course of salt production; or (b) for duck-hunting preserves, game refuges or agriculture.

C. Shoreline Band. All of the shoreline, including piers, located within 100 feet of the Bay (measured inland from the line of highest tidal action).

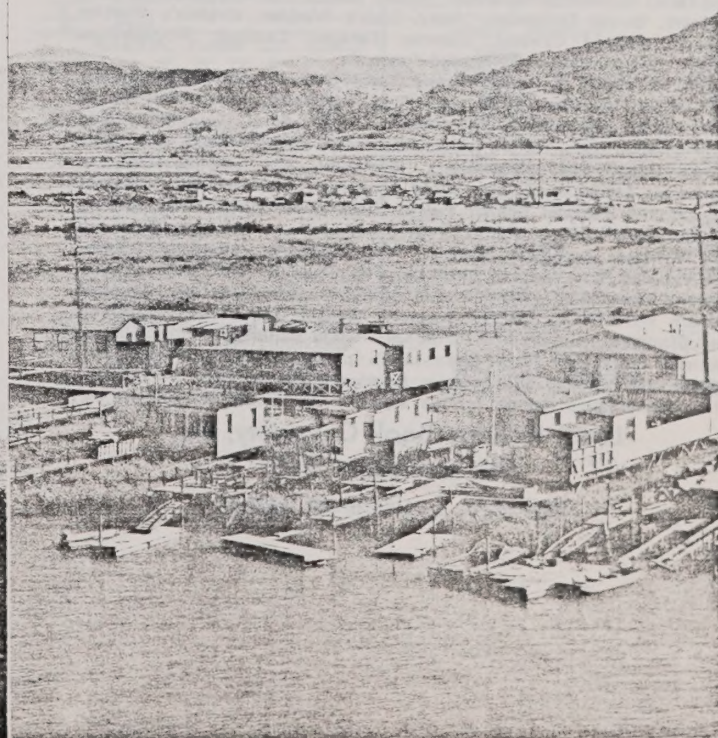
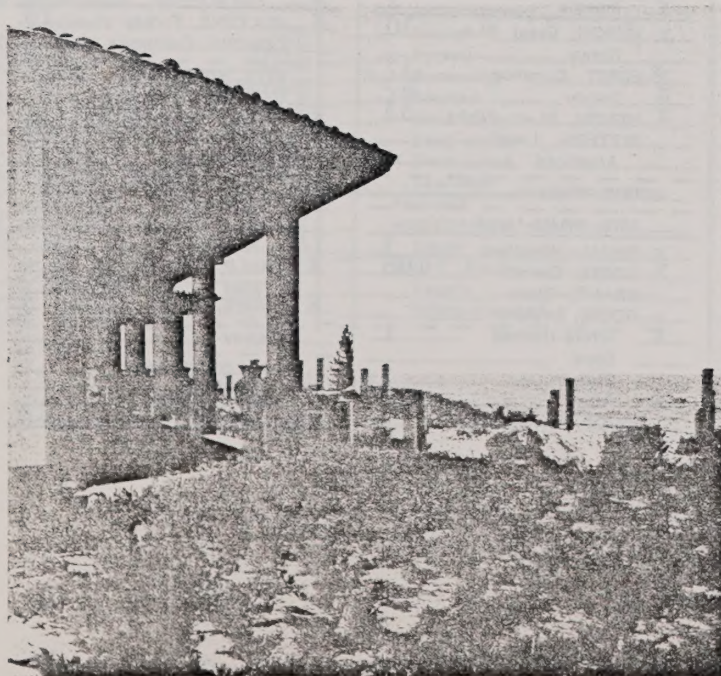
D. Suisun Marsh. The Commission is preparing a Suisun Marsh Protection Plan for the Suisun Marsh in Solano County, and under State law, special rules temporarily apply to development in this area. Any development proposed should be discussed with the BCDC staff.

Activities Requiring a Permit

A. Filling or Dredging. "Fill" includes dirt, sand, dredge spoils, debris, garbage, refuse, or any other substance or material, including pilings or structures built on pilings, that cover surface areas of the Bay. Additionally, houseboats, floating docks, and any other structures that are moored for extended periods are also considered "fill" and require a BCDC permit. "Dredging" includes any excavation or extraction by hydraulic or mechanical means of materials located (a) underwater, (b) in areas subject to tidal action, (c) in salt ponds, (d) in managed wetlands, or (e) within the 100-foot shoreline band.

B. Shoreline Development. Most work on the dry land wholly or partly within 100 feet from the Bay's shoreline requires a permit.

C. Substantial Change in Use. "Substantial changes" of land or existing structures requiring a BCDC permit include (a) any construction or other activity costing more than \$50,000, and (b) any change in general category of use of land or structures (for example, from agriculture to residential). Special rules apply to salt ponds and managed wetlands, so the staff should be consulted before any work is done or changes are made in such areas.



F. BIRDS OF SAN LEANDRO BAY

KEY

15 NUMBERS INDICATE BIRDS SIGHTED (DEC. 16, 1973)

x INDICATES BIRDS SIGHTED OVER THE PERIOD OF JUNE, 1973 to OCTOBER, 1976

X SPARROW, House 422	X SPARROW, Savannah 159
X MEADOWLARK, Western 318	Grasshopper
BLACKBIRD, Yellow-headed	Vesper
X Redwinged 522	Lark
X Tricolored 215	Rufous-crowned
ORIOLE, Hooded	Black-throated
Scott's	Sage
Bullock's	JUNCO, Slate-colored
X BLACKBIRD, Brewer's 1051	X Oregon 58
X COWBIRD, Brown-headed 12	SPARROW, Tree
TANAGER, Western	Chipping
GROSBEAK, Black-headed	Brewer's
Blue	Black-chinned
BUNTING, Lazuli	X White-crowned 364
GROSBEAK, Evening	X Golden-crowned 132
FINCH, Purple	White-throated
Cassin's	X Fox 4
X House 2601	X Lincoln's 30
GROSBEAK, Pine	LONGSPUR, Lapland
FINCH, Gray-crowned Rosy	BUNTING, Snow
REDPOLL, Common	X SWAN, MUTE
SISKIN, Pine	
X GOLDFINCH, American 23	
Lesser	
Lawrence's	
CROSSBILL, Red	
TOWHEE, Green-tailed	
X Rufous-sided 2	
X Brown 66	
Abert's	

Species occurring regularly, but only locally, or to just within the N, E, S or W border of area covered by this checklist: Laysan Albatross, Trumpeter Swan, Harris' Hawk, Turkey, Upland Plover, Laughing Gull, Franklin's Gull, Gull-billed Tern, Ringed Turtle Dove, Inca Dove, Hawk-owl, Elf Owl, Broad-tailed Hummingbird, Gilded Flicker, Wied's Crested Flycatcher, Least Flycatcher, Boreal Chickadee, Veery, Lucy's Warbler, Virginia's Warbler, Bobolink, Bronzed Cowbird, Summer Tanager, Cardinal, White-winged Crossbill, Lark Bunting, Gray-headed Junco.

Irregular or casual in Pacific States: Least Grebe, Short-tailed Albatross, Least Petrel, Wilson's Petrel, Red-billed Tropicbird, Blue-footed Booby, Brown Booby, Magnificent Frigatebird, Reddish Egret, Louisiana Heron, Yellow-crowned Night Heron, Roseate Spoonbill, Common Eider, King Eider, Harlan's Hawk, Zone-tailed Hawk, Gyrfalcon, American Oystercatcher, Sharp-tailed Sandpiper, Semipalmated Sandpiper, Buff-breasted Sandpiper, Ruff, Craveri's Murrelet, Horned Puffin, Black-billed Cuckoo, Tropical Kingbird, Scissor-tailed Flycatcher, Eastern Phoebe, Brown Thrasher, Black-and-white Warbler, Tennessee Warbler, Parula Warbler, Magnolia Warbler, Black-throated Blue Warbler, Black-throated Green Warbler, Chestnut-sided Warbler, Blackpoll Warbler, Prairie Warbler, Palm Warbler, Ovenbird, Northern Waterthrush, Painted Redstart, Orchard Oriole, Baltimore Oriole, Rusty Blackbird, Rose-breasted Grosbeak, Indigo Bunting, Painted Bunting, Dickcissel, Black Rosy Finch, Sharp-tailed Sparrow, Harris' Sparrow, Swamp Sparrow, Chestnut-collared Longspur. (Species for which there are only one or two substantiated records for the area are not included in the above list).

Lucas College Book Company, Inc.

2430 BANCROFT WAY

BERKELEY, CALIFORNIA 94704

AUDUBON DAILY FIELD CARD

BIRDS OF THE PACIFIC STATES

(California, Oregon and Washington)

Locality SAN LEANDRO BAY AREAObserver(s) 13 PERSONSDate Dec. 16, 1973 Time _____ to _____ Wind _____Weather _____ Totals: Species 81,423 Individuals _____

(Solid lines separate orders; broken lines separate families)

X LOON, Common 21	X Mallard 748
X Arctic 10	X Gadwall 72
X Red-throated 38	X Pintail 8191
GREBE, Red-necked	X TEAL, Green-winged 119
X Horned 203	X Blue-winged
X Eared 131	X Cinnamon 15
X Western 475	WIDGEON, European
X Pied-billed 74	X American 7983
ALBATROSS, Black-footed	X Shoveler 6438
Fulmar	DUCK, Wood
SHEARWATER, Pink-footed	X Redhead 1
Pale-footed	X DUCK, Ring-necked 4
New Zealand	X Canvasback 618
Sooty	X SCAUP, Greater 224
Slender-billed	X Lesser 944
Manx	X GOLDENEYE, Common 124
PETREL, Fork-tailed	X Barrow's
Leach's	X Bufflehead 197
Ashy	Oldsquaw
Black	DUCK, Harlequin
X PELICAN, White	X SCOTER, White-winged 218
X Brown 3	X Surf 4105
X CORMORANT, Double-cr. 87	Common
X Brandt's 55	X DUCK, Ruddy 1588
X Pelagic 2	X MERGANSER, Hooded 1
X HERON, Great Blue 30	X Common 1
Green	X Red-breasted 40
X EGRET, Common 37	X VULTURE, Turkey 18
X Snowy 67	CONDOR, California
X HERON, Bl.-cr. Night 33	KITE, White-tailed
BITTERN, Least	Goshawk
American	X HAWK, Sharp-shinned 1
IBIS, Wood	X Cooper's 1
IBIS, White-faced	X Red-tailed 27
X SWAN, Whistling 3	Red-shouldered
X GOOSE, Canada 106	Swainson's
BRANT, Black	Rough-legged
GOOSE, Emperor	Ferruginous
X White-fronted 1	X EAGLE, Golden
Snow	Bald
Blue	X HAWK, Marsh 5
X Ross' 1	Osprey
DUCK, Fulvous Tree	FALCON, Prairie
	Peregrine
	X HAWK, Pigeon 16
	Sparrow

GROUSE, Blue	
Spruce	
Ruffed	
PTARMIGAN, White-tailed	
GROUSE, Sharp-tailed	
Sage	
Bobwhite	
QUAIL, California	
Gambel's	
Mountain	
X PHEASANT, Ring-necked	29
Chukar	
PARTRIDGE, Gray	
CRANE, Sandhill	
X RAIL, Clapper	6
Virginia	
X Sora	1
RAIL, Yellow	
Black	
GALLINULE, Common	
X COOT, American	3180
OYSTERCATCHER, Black	
X PLOVER, Semipalmated	85
X Snowy	28
X Killdeer	319
PLOVER, Mountain	
American Golden	
Black-bellied	1138
Surfbird	
X TURNSTONE, Ruddy	9
X Black	29
X SNIPE, Common	1
X CURLEW, Long-billed	22
X Whimbrel	5
X SANDPIPER, Spotted	5
Solitary	
TATTLER, Wandering	
X Willet	989
X YELLOWLEGS, Greater	13
X Lesser	1
X Knot	1
SANDPIPER, Rock	
X Pectoral	
Baird's	
X Least	346
X Dunlin	5046
DOWITCHER, Short-billed	698
X Long-billed	8
SANDPIPER, Stilt	
X Western	4180
X GODWIT, Marbled	1254
X Sanderling	1179
X AVOCET, American	617
X STILT, Black-necked	1
PHALAROPE, Red	
Wilson's	
X Northern	

JAEGER, Pomarine	
Parasitic	
Long-tailed	
Skua	
GULL, Glaucous	
X Glaucous-winged	697
X Western	1166
X Herring	43
X California	2284
X Ring-billed	1755
X Mew	699
X Bonaparte's	134
X Heermann's	2
KITTIWAKE, Black-legged	
GULL, Sabine's	
X TERN, Forster's	287
Common	
Arctic	
Least	
Royal	
X Elegant	
X Caspian	
Black	
X MURRE, Common	2
GUILLEMOT, Pigeon	
MURRELET, Marbled	
Xantus'	
Ancient	
AUKLET, Cassin's	
Parakeet	
Rhinoceros	
PUFFIN, Tufted	
PIGEON, Band-tailed	
X DOVE, Rock	54
White-winged	
X Mourning	296
Spotted	
Ground	
CUCKOO, Yellow-billed	
Roadrunner	
OWL, Barn	
OWL, Screech	
Flammulated	
Great Horned	
Snowy	
Pygmy	
X Burrowing	8
Spotted	
Great Gray	
Long-eared	
X Short-eared	2
Saw-whet	
Poor-will	
NIGHTHAWK, Common	
Lesser	
SWIFT, Black	
Vaux's	
White-throated	

HUMMINGBIRD, Bl.-chinned	
X Costa's	
Anna's	27
Rufous	
Allen's	
Calliope	
X KINGFISHER, Belted	1
FLICKER, Yellow-shafted	
X Red-shafted	43
WOODPECKER, Pileated	
Gila	
X Acorn	12
Lewis'	
SAPSUCKER, Yellow-bellied	
Williamson's	
WOODPECKER, Hairy	
Downy	
Ladder-backed	
Nuttall's	
White-headed	
Black-backed Three-toed	
Northern Three-toed	
KINGBIRD, Eastern	
Western	
Cassin's	
FLYCATCHER, Ash-throated	
X PHOEBE, Black	4
X Say's	
FLYCATCHER, Traill's	
Hammond's	
Dusky	
Gray	
Western	
PEWEE, Western Wood	
FLYCATCHER, Olive-sided	
Vermillion	
X LARK, Horned	108
SWALLOW, Violet-green	
X Tree	
Bank	
X Rough-winged	
Barn	
X Cliff	
MARTIN, Purple	
JAY, Gray	
Steller's	
X Scrub	43
MAGPIE, Black-billed	
Yellow-billed	
RAVEN, Common	
CROW, Common	
Northwestern	
JAY, Pinyon	
NUTCRACKER, Clark's	
CHICKADEE, Black-capped	
Mountain	
X Chestnut-backed	27
X TITMOUSE, Plain	1
Verdin	
X BUSHTIT, Common	155

NUTHATCH, White-breasted	
X Red-breasted	6
Pygmy	
CREEPER, Brown	
Wrentit	
Dipper	
WREN, House	
Winter	
Bewick's	
Cactus	
Long-billed Marsh	
Canyon	
Rock	
X Mockingbird	23
Carbird	
THRASHER, Bendire's	
California	
Le Conte's	
Crissal	
Sage	
X ROBIN	174
X THRUSH, Varied	13
X Hermit	7
Swainson's	
BLUEBIRD, Western	
Mountain	
SOLITAIRE, Townsend's	
GNATCATCHER, Blue-gray	
Black-tailed	
X KINGLET, Golden-crowned	1
X Ruby-crowned	4
X PIPIT, Water	155
WAXWING, Bohemian	
X Cedar	25
Phainopepla	
SHRIKE, Northern	
X Loggerhead	10
X Starling	3566
VIREO, Hutton's	
Bell's	
Gray	
Solitary	
Red-eyed	
Warbling	
WARBLER, Orange-crowned	
Nashville	
Yellow	
X Myrtle	116
X Audubon's	
Black-throated Gray	
Townsend's	
Hermit	
MacGillivray's	
Yellowthroat	
CHAT, Yellow-breasted	
WARBLER, Wilson's	
REDSTART, American	

G. PROPOSED CREW RACING

The following proposal for crew racing on San Leandro Bay was made by the Lake Merritt Rowing Club, the coach of the University of California varsity crew, and the assistant coach of Oakland Strokes:

Requirements for Course

- 2,000 meters in length in a straight line (approximately 1 1/4 mi.)
- 100 extra meters at finish
- 500 feet wide
- 10 feet dredged below low water

Location

Straight out from San Leandro Creek to the Tidal Canal

By Whom to be Used

1. Colleges - University of California, St. Mary's, Mills, College of Alameda
2. High Schools - Oakland High, Skyline High, Piedmont High, Campolindo, Miramonte, Santa Clara, Merritt-Estuar, Lake Merritt, Brionilles, Redwood, Mt. Tamalpais
3. Like Merritt Rowing Club
4. Oakland Strokes

Contemplated Use

<u>When</u>	<u>Partici- pants</u>	<u>Specta- tors</u>
1. Six Fridays plus Saturday, 3 to 6 p.m., April and May; races bet. all schools.	80	250
2. Four Saturdays, 9 a.m. to 12 noon, April & May, races bet. college crews (Washington, California, USC, UCLA, Stanford, Santa Clara, St. Mary's)	125	2,000
3. Four days once in 4 yrs., Women's Regatta, Nat'l. Women's Rowing Assn.	1,000	5,000
4. One Saturday each 3 yrs., college crews from 23 colleges, 15 races, 9 a.m. to 4 p.m. plus Western Championships.	700	10,000

G. PROPOSED CREW RACING

<u>When</u>	<u>Partici- pants</u>	<u>Specta- tors</u>
5. Five days a week, Oakland area high schools, practice 3 to 6 p.m., Feb. 1 to June 1	200	None
6. Six days a week, Mills, St. Mary's Peralta Colleges (Merritt, Laney, Alameda, Grove Street); at times not in conflict with the high schools, Oct. 1 to June 1	35	None

H. REPORT ON PUBLIC HEARING



Planning and Design
8 September 1976

TO: Lew Crutcher, Jerry Kent, Peter Koos

FROM: Neil Havlik *N. H.*

SUBJECT: Report on Public Hearing of San Leandro Bay
Regional Shoreline Resource Analysis

This public hearing was held at Alameda City Hall on the evening of Wednesday, September 1, 1976. The meeting was attended by about thirty persons including Park District Directors Leavitt and Cogswell, Alameda City Mayor and Alameda County Supervisor Cooper.

The guest list was signed by 14 persons and they were from:

Alameda	8	San Leandro	1
Oakland	4	Berkeley	1

Organizations identified or represented include:

East Shore Home Owners (Alameda)
Save San Francisco Bay Association
Golden Gate Audobon Society
Port of Oakland
City of Alameda
Alameda County Flood Control and Water Conservation District

Mr. Leavitt opened the meeting with introductions of staff and explained the purpose of the hearing to the audience. This was followed by a slide presentation on the San Leandro Bay area and discussion of some of the problems of the site.

A period of questions and answers, and general discussion followed. There remained some confusion about the purpose of the meeting, but this was untimately sorted out. Points related to the Resource Analysis follow:

- birds are currently not a problem to the jet runway. Studies have shown that gulls feeding at dumps are the main problems near airports. (Director Cogswell)
- what are the condition of shellfish beds in San Leandro Bay
- who has responsibility for dredging?
- will Edgewater Drive extend through Damon Marsh?

Public Hearing - San Leandro Bay
Page 2

Suggestions for future uses included:

- eliminate drag boat racing and practicing, as the noise is great and it is dangerous to others.
- retain such use; this will be an urban park.
- consider traffic problems around the bay.
- consider a dredging and maintenance plan for the bay and its channels.
- make the Alameda Dump Site an asset, perhaps contouring to complement Doolittle Pond.
- have areas for sailboats.
- keep cars at least 100 feet away from the shoreline.
- allow natural growth (as opposed to landscaping).
- establish a bicycle path or route around San Leandro Bay.
- have swimming areas.
- establish a freshwater marsh area.
- provide above high tide resting areas for birds.
- establish a channel or other barrier to exclude people and dogs from Arrowhead Marsh.

There being no further discussion, the meeting ended at 9:45 p.m.

I. AGENCIES, ORGANIZATIONS, AND PERSONS CONSULTED

AGENCIES

The following list includes the basic agencies contacted in relationship to this project. When more specific development occurs, these groups should be consulted in addition to specialized consultants. In addition to this list, several meetings were held with the staff of the East Bay Regional Park District.

Alameda County: Flood Control and Water Conservation Planning Department
Public Works Department

Army Corps of Engineers

Bay Conservation and Development Commission

City of Alameda: Planning Department
Recreation & Parks Department
Department of Public Works

City of Oakland: Planning Department
Department of Public Works

East Bay Municipal Utility District

Pacific Gas and Electric Company

Port of Oakland

San Francisco Bay Water Quality Control Board

State of California: Department of Fish and Game
Department of Transportation

Transit Districts: Alameda - Contra Costa Transit District
Bay Area Rapid Transit
Metropolitan Transit District

United States Department of Transportation

I. AGENCIES, ORGANIZATIONS, AND PERSONS CONSULTED

ORGANIZATIONS

Northern California Drag Boat Association, Don Cartwright

Oakland Strokes' Assistant Coach, Patrick Lickiss

Pacific Aerial Surveys, Aerial Photographers

CONSULTANTS

Lee Saylor, Inc., Cost Estimators

Wilson, Ihrig and Associates, Inc., Acoustical Consultants

PERSONS

Elsie Roemer

Paul Covel

Leora Feeney

J. CREDITS

Advisory Group on San Leandro Bay
Planning; Oakland, California:
Guidelines for San Leandro Bay, May, 1972.

City of Alameda, Alameda, California:
Bikeway Proposal and Bike Route, August, 1974.

City of Oakland, Oakland, California:
Elements of the Oakland Comprehensive Plans, September, 1974.

- a. Open Space, Conservation, and Recreation
- b. Scenic Highways
- c. Environmental Hazards
- d. Noise

East Bay Bicycle Coalition, Oakland, California:
East Bay Bikeways, June, 1972.

East Bay Municipal Utility District, Oakland, California:
Wet Weather Overflow and Bypasses, 1975.

East Bay Regional Park District, Oakland, California:
Master Plan, December, 1973.

East Bay Regional Park District, Oakland, California:
Resource Inventory and Analysis for San Leandro Bay Regional Shoreline,
September, 1976.

Hart, Krivatsy, and Stubee, San Francisco, California:
Bart/Trails, February, 1974.

Margoln, Malcolm, Berkeley, California:
The East Bay Out, 1974.

Oakland City Planning Department, Oakland, California:
A Design Framework for Oakland, June, 1969.

Port of Oakland, Oakland, California:
Standards and Restrictions, Distribution Center and Industrial Park,
December, 1973.

Port of Oakland, Oakland, California:
Lease with East Bay Regional Park District, April, 1976.

Robbins, Charles S., et. all:
Birds of North America: A Guide to Field Identification
Golden Press, New York, 1966.

East Bay Regional Park District, Oakland, California:
The Regional Trails Plan, October 1976

SEND COMMENTS TO: Attention - Peter Koos, L.A.
East Bay Regional Park District
11500 Skyline Blvd.
Oakland, Calif. 94619

REPORT STAFF: Burns Cadwalader, A.I.A.
Peter G. Scott
Judith L. Rowe (Graphics & Photographs)

1X. FINAL LUDP/EIR

In compliance with the California Environmental Quality Act (CEQA) of 1970, its subsequent guidelines and the planning policies of the East Bay Regional Park District, a draft LUDP/EIR was completed and circulated for review on December 8, 1976. During the review period that ended on February 7, 1977 and included two public hearings on January 19, 1977 and February 2, 1977, comments were submitted on the contents of the report.

The following pages, along with the previous sections of the draft document, constitute the final Land Use-Development Plan/Environmental Impact Report.

	<u>Page</u>
A. DISTRIBUTION LIST.....	82
B. COMMENTS AND RESPONSES	
Public Hearing.....	83
Alameda County Airport Land Use Commission.....	85
Alameda County Flood Control & Water Conservation District.....	90
Alameda County Parks Advisory Commission.....	95
Alameda County Transit District.....	100
City of Alameda - Office of the Mayor.....	103
City of Alameda - Planning Department.....	107
City of Oakland - Planning Department.....	109
East Bay Municipal Utility District.....	119
Harbor Bay Isle Associates.....	125
Port of Oakland.....	128
State of Calif., Dept. of Transportation.....	148
State of Calif., Office of P&R (Clearinghouse).....	150
U. S. Army, Corps of Engineers.....	151
C. REVISIONS TO DRAFT DOCUMENT TEXT.....	155

A. DISTRIBUTION LISTFull Volume of Draft LUDP/EIR sent to the following:

Alameda County Airport Land Use Commission - Bill Fraley	East Bay Regional Park District - Directors and Staff
Alameda County Board of Supervisors (5)	Metropolitan Transportation Commission - Paul Watt
Alameda County Flood Control and Water Conservation District - Paul Lanferman, Jack Lindley	San Francisco Bay Conservation and Development Commission - Charles Roberts, Kent Watson
Alameda County Mosquito Abatement District - Fred Roberts	San Francisco Bay Regional Water Quality Control Board
Alameda County Planning Department	San Leandro Community Library - Librarian
Alameda County Transit District	Save San Francisco Bay Association
Alameda Free Library - Librarian	State of California, Clearinghouse (15)
Association of Bay Area Governments	State of California, Department of Fish and Game
Bay Area Air Pollution Control District	Oakland Public Library - Librarian
Bay Area Rapid Transit District	Pacific Gas & Electric Company - Ed Bertinuso
Caltrans, District 4	Port of Oakland - Charles Boyd, Wally Abernathy, Laurel Stanley, William Walters
City of Alameda - John Goss, Hon. Richard Sherratt - Park & Recreation Department - Planning Department	U. S. Army, Corps of Engineers - Col. H. A. Flertzheim, Jr.
City of Oakland - Hon. John Suttar, Hon. Frank Ogawa - Parks and Recreation Department - Robert Apodaca - Planning Department - John English	U. S. Environmental Protection Agency, Region 9
City of San Leandro - Parks and Recreation Department - Planning Department	Mr. William Brophy, Hayward
East Bay Municipal Utility District - John Harnett, Lee Jorgensen	Mr. Larry Joyner, Oakland
	Mr. Leicester King, Oakland
	Ms. Joyce Lemons, Oakland
	Mr. Leonard Long, Alameda
	Mr. Chet Soda, Oakland
	Mr. Charles Tillman, Alameda

Summary Volume of Draft LUDP/EIR sent to the following:

Aeolian Yacht Club	Lions Club, San Leandro
AIA, East Bay Chapter	Lions Club, Washington Manor
Alameda, Contra Costa Council of Campfire Girls	Marin Canoe Club
Alameda County Board of Realtors	Metropolitan Yacht Club
Alameda County Board of Supervisors	Northern Calif. Committee for Environmental Information
Alameda County Parks Advisory Commission	Oakland Architecture Services Div.
Alameda County Resource Conservation District	Oakland Airport Center, Inc.
Alameda County Taxpayers Assn.	Oakland Yacht Club
American Association of Retired Persons	Oceanic Society
American Association of University Women	Optomist Club of San Leandro
A.S.L.A. No. Cal. Chapter	Parks Advisory Committee
Associated Building Industry	People for Open Space
Associated Homeowners Inc., of San Leandro	Rotary Club of San Leandro
Associated Sportsmen of Calif.	San Leandro Business & Professional Women's Club
Association of University Women	San Leandro Shoreline Business Association
Boy Scouts Council, S.F. Bay Area	San Leandro Yacht Club
Calif. Native Plant Society	Sierra Club, San Francisco Bay Chapter
Calif. Natural Areas Coordinating Council	Soroptimist Club of San Leandro
Calif. Society of Professional Engineers	Southern Alameda County YWCA
California Speedboat Association	Spinnaker Yacht Club
Chamber of Commerce, Alameda	The Nature School
Chamber of Commerce, Oakland	Tri-City Ecology Center
Chamber of Commerce, San Leandro	United Plastics Corp.
Cherry City Cyclists	Y.M.C.A.
Crowley Maritime Corp.	
East Bay Bicycle Coalition	George Burnley, Alameda
Ecology Center, Calendar of Hearings	Steve Cecchetti, San Leandro
Ecology Center of San Leandro	Paul Covel, Oakland
Encinal Yacht Club	Mrs. Leora Feeney, Alameda
Environmental Defense Fund	Margo Gwinn, Berkeley
Girl Scouts, S.F. Bay Council	Mark Hanna, Alameda
Girl Scouts - San Leandro Assn.	Roberta Hough, Alameda
Golden Gate Audubon Society	Ray Kidd, Oakland
Grizzly Peak Cyclists	Pete Peterson, San Leandro
Jaycee-ettes of San Leandro	Mrs. Elsie Roemer, Alameda
Jaycees of San Leandro	Russ Sisung, Alameda
Jr. League of Oakland, Inc.	C. Thau, Alameda
Kiwanis Club, Bay Fair	Edward Wilkinson, Oakland
Kiwanis Club of Oakland	Alex Zuckermann, Oakland
Kiwanis Club, San Leandro	
League of Women Voters, Bay Area	
League of Women Voters, Oakland	
League of Women Voters, San Leandro	

B. COMMENTS AND RESPONSES

Public Hearing

In accordance with EBRPD policies, comments on the Draft LUDP/EIR were asked for starting December 8, 1976. Two public hearings were held at the Tassafaronga Neighborhood Center in Oakland on January 19, 1977 and February 2, 1977. In total, approximately 50 people attended these meetings. Their comments or concerns regarding the LUDP/EIR and the responses are summarized below:

Comment: The major value of San Leandro Bay is the wildlife and the protection of this resource should be the major goal.

Response: Page 31 of the Plan defines the primary goals one of which is: Retain the Bay's value as a natural wildlife refuge by preserving, maintaining and expanding, to the extent possible, the various environments necessary to healthy fish, bird and animal life.

Comment: The name, San Leandro Bay Regional Shoreline, confuses residents and should be changed. The new name should relate to Oakland.

Response: This issue will be turned over to the EBRPD Park Advisory Committee for action in compliance with Naming Parklands Policy adopted November 9, 1976.

Comment: What good is a park if you cannot get to it? People need good public transportation to the site.

Response: There are two existing bus lines adjacent to the site. High priority will be given to encourage expansion of bus routes as the park is developed.

Comment: Bike trail development should get high priority. This would provide good access to a large segment of the adjacent population.

Response: Comprehensive planning for trails has been done and details are being worked out. It does have a high priority.

Comment: There should be things to do when one gets to this park. Kids also like to stop for popcorn and cokes.

Response: There are recreation clusters planned for at various parts of the park with development for picnicking, playing, fishing and observing wildlife. Eating facilities will be available off Doolittle Drive.

Comment: Provide for fishing around the Bay. There is an especially good spot at the end of San Leandro Creek.

Response: The plan does call for fishing piers and/or docks as well as a tailgate fishing opportunity off Doolittle Drive.

Comment: Dredging would be required for boating, minimum 6 feet depth is desirable.

Response: A dredging study has been initiated. EBRPD will coordinate recreational efforts with appropriate agencies.

Comment: The park sure would make a good water-oriented sport center in conjunction with the Coliseum nearby.

Response: This would require major dredging and support facilities off-shore, neither of which is available or compatible with the plan. Such development would have a tremendous negative impact upon the important natural resources of the Bay.

Comment: Will the speedboating activity continue?

Response: The Plan calls for continuation with restrictions (see p. 35).

Comment: Power boats are terribly noisy and add to the water pollution problems of the Bay.

Response: Comment noted.

Comment: Develop Bay for boating and mooring. There is need for overnight anchorage.

Response: Boating will require dredging. Nearby anchorage is provided by the local Marinas.

Comment: Size of boats in the Bay is already limited by adjacent bridges.

Response: Comment noted.

Comment: Will model boating be allowed?

Response: A regional center for radio-controlled model boating is planned for at Alameda Creek Quarries in Fremont.

Comment: Is there going to be swimming?

Response: If and when the Bay is clean enough and there is available flat land to support this activity, it will be considered.

Comment: Can model airplanes be given soom room at this park?

Response: Hand controlled model airplanes, because of their particular noise, would be incompatible with the goals of the plan. Radio controlled model planes and gliders would be a hazard to aircraft operating out of Oakland Airport.

Comment: Keep cars out of Doolittle Pond.

Response: The Plan does restrict automobiles to this area.

Comment: How will the problems of adjacent noises be dealt with?

Response: Mounding and landscaping will screen out most noises except those caused by aircraft.

JAN 18 1977

AIRPORT LAND USE COMMISSION OF ALAMEDA COUNTY

399 ELMHURST STREET
HAYWARD, CALIFORNIA
94544 7835800

January 14, 1977

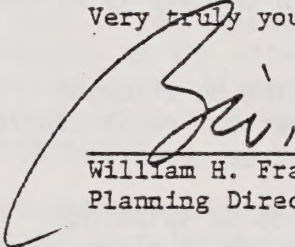
Lew Clutcher
FYIMr. Richard Trudeau
General Manager
East Bay Regional Park District
11500 Skyline Boulevard
Oakland, CA 94619

Dear Mr. Trudeau:

The Airport Land Use Commission reviewed the enclosed report on the San Leandro Bay Regional Shoreline Plan and Environmental Impact Report and directed that their report be transmitted to the District for consideration at the January 19, 1977 public hearing on the Plan and EIR.

If there are any questions, please contact me.

Very truly yours,


William H. Fraley
Planning Director

WHF:sh

Enc.

ALAMEDA COUNTY AIRPORT LAND USE COMMISSION
 REVIEW OF THE SAN LEANDRO BAY REGIONAL
 SHORELINE DRAFT LAND USE AND DEVELOPMENT
 PLAN AND EIR - JANUARY 12, 1977

At its January 12, 1977, meeting the Airport Land Use Commission reviewed and approved for transmittal to the District the following report on the San Leandro Bay Regional Shoreline Plan and Environmental Impact Report.

The proposed park is within the Commission referral area for Oakland Airport and the Commission was particularly interested in effects of aircraft noise on the park and safety of aircraft flights (including potential bird strikes). The Commission concurred with the plan generally, but would like to add these comments:

1. The park plan impact report should contain a more thorough discussion of potential bird strikes. While it appears that there is at present no significant strike problem, future conditions should be considered:
 ✕ air traffic at the North Field can be expected to increase, and the plan suggests that the enhanced natural environment may attract more birds (p. 6).
2. Data in the plan on noise levels along San Leandro Bay are a useful indication of current aircraft noise. However, the noise survey sampled only two weekday afternoons and cannot be considered adequate to estimate average annual CNEL's such as the Commission uses in its draft plan (Alameda County Draft Airport Land Use Policy Plan and EIR, December 1976).
 ✕ Short-term prospects for aircraft noise reduction in the vicinity of the Bay are not promising. The noise environment of the park is somewhat higher than desirable.

SUMMARY:

The East Bay Regional Park District has published its Land Use and Development Plan for the San Leandro Bay Regional Shoreline. The plan area consists of approximately 656 acres of water and land in the Cities of Oakland and Alameda, of which approximately 186 acres is dry land at mean high tide; and nine and one-half miles of shoreline, three miles of which are along flood control channels such as San Leandro Creek and East Slough. Part of the land, 118.3 acres, is under lease from the Port of Oakland; other shoreline has been acquired from P.G. & E., East Bay Municipal Utility District, and the City of Alameda (the city solid waste disposal site). All of the one hundred foot BCDC jurisdictional strip around the Bay is included except that on Alameda Island.

Present uses are varied. The Bay and shoreline are used for educational purposes, boating, including crew, drag boat racing, and water skiing, fishing, bird watching, mini-biking, model airplane flying, and passive enjoyment. Upland uses include the Oakland Airport on the west, industrial uses on the east, and residential and related uses in Alameda. These upland uses have been encroaching on the Bay, which originally included marshes extending past the Coliseum. This has been effectively halted under BCDC, but little has been done to actively restore the area or open it for organized recreational uses.

The two main goals of the plan are to retain the Bay's value as a natural wildlife refuge by preserving and expanding their natural environment, and to protect the Bay and shoreline from encroachment of uses incompatible to its open space values. So much as is consistent with the above goals, a third goal is to develop recreational uses in the Park. To these ends, the report makes fourteen recommendations, paramount of which is preservation and maintenance of natural environments. The park should not be developed as an intensive use urban park but rather a park with shoreline access and facilities for nature education, fishing, and other such compatible activities. Development should include noise attenuation, and strict control of dredging and fill. No bridges or similar structures should be built across the Bay and construction of surrounding streets should not conflict with the park. Commercial activities should be limited to the Doolittle Drive area. There should be an immediate cleanup and environmental improvement action taken. A phased development plan should be adopted, and there should be cooperation with other jurisdictions on development of contiguous land.

ALAMEDA COUNTY AIRPORT LAND USE COMMISSION
 REVIEW OF THE SAN LEANDRO BAY REGIONAL
 SHORELINE DRAFT LAND USE AND DEVELOPMENT
 PLAN AND EIR - JANUARY 12, 1977
 PAGE TWO

The plan further recommends that transportation within the park be non-motorized on a system of trails, although auto access should be provided at several points. Access is also possible by bus, with the possibility of increased service if park use justifies; and via BART, the Coliseum station being less than one mile from the park. Development proposals in the area by others that conflict with the goals are noted, including development of Port and privately owned adjacent property, extension of roads and BART to the airport, and East Bay Municipal Utility District activities. With proper coordination and cooperation, however, these can be mitigated. A five stage development plan is suggested, with the first two phases to be implemented as soon as possible. These are a general cleanup of the area and heavy site work, including construction of berms, removal of excess rip-rap, and dredging and marsh restoration. Phase III would be site improvement, such as path, parking lot and fence construction, with paths receiving priority. Phase IV would be improvement of Doolittle Pond and grading of the Alameda Dump; and Phase V would be landscaping and construction of an information center, fishing piers, restroom facilities, etc.

A Natural Resource Management program is proposed to reserve the existing marsh and help it regenerate in order to encourage wildlife propagation. A short EIR finds only positive impacts from the project.

ANALYSIS:

Proximity of the proposed park to the Oakland Airport North Field raises questions of aircraft noise and potential bird strikes. The park is also affected by SFO overflights. Although San Leandro Bay lies outside the current and projected 65 CNEL's presented in the draft Airport Land Use Plan, the park plan offers evidence that periodic noise from aircraft is higher than desirable for a park.

* A noise survey was done by an acoustical consultant and is summarized in the plan. The major noise source is air traffic from the Oakland Airport North Field, just east of the park, and San Francisco International Airport across San Francisco Bay. Noise is also generated from traffic around the area. Although not measured in the report, if drag boat racing and water skiing are allowed, they will generate noise as well. The aircraft generate noise levels averaging 62 to 65 dB (A) background level recommended by the State of California for "park areas used for rest and relaxation." (An increase of 10 dB(A) is perceived as a doubling of loudness.) The average general background noise level for the site is 49 dB(A).

* However desirable, the State standards are considered by the consultant to be optimistic for an urban park context, and it is likely that few urban parks meet them. The consultants propose a more realistic standard of 50 dB (A) for background noise and 55 dB (A) average noise level including surface traffic but not aircraft. This would be consistent with Federal Environmental Protection Agency standards. Without the aircraft noises, this standard would be met in most of the park and where it is not, noise control measures can be taken. This standard is directed to the noise tolerance of people. At least of equal importance in this park is the noise tolerance level of wildlife; this is not addressed in the report and should be investigated. If the wildlife prove to have a tolerance for noise levels above 50 dB(A), and nothing can be done to reduce aircraft noise in order to reach this standard of humans, then the Park District may wish to emphasize even further the function of this park as a wildlife preserve and de-emphasize its use by people.

ALAMEDA COUNTY AIRPORT LAND USE COMMISSION
 REVIEW OF THE SAN LEANDRO BAY REGIONAL
 SHORELINE DRAFT LAND USE AND DEVELOPMENT
 PLAN AND EIR - JANUARY 12, 1977
 PAGE THREE

Some San Francisco jets fly over the park, as do occasional jets from the Alameda Naval Air Station. However, the most recent study released by San Francisco International shows that San Leandro Bay lies outside the airport's current 65 CNEL, and forecasts depict a decline in existing San Francisco International noise levels.

On the basis of noise impacts, there will be a conflict between recreation and aviation. Oakland airport noise in the park is mainly due to the North Field general aviation traffic that flies over San Leandro Bay to avoid residential areas. There may be no acceptable alternatives to this pattern as the general aviation traffic cannot interfere with the commercial traffic to the west. These general aviation flights, much more frequent than commercial jet flights, can be expected to increase in the future. Commercial jets from Oakland South Airport generally turn south over San Francisco Bay and are not readily heard over the park area.

Except for activities within the park, noise control is outside the direct control of the Park District. The report does make recommendations for mitigation of the impact of ground traffic noise on the park through use of attenuation structures, but most noise, particularly that of aircraft, cannot be mitigated by the Park District.

If development of the park increases the bird population of the area, this may lead to bird strikes. Strikes have been a problem in other areas—for example, around the Jamaica Bay Wildlife Refuge in New York City, adjacent to Kennedy Airport and Floyd Bennet Field. On the other hand, when the question of strikes at Oakland was raised two years ago during review of the MOIA master plan, the final environmental impact report suggested that maintenance of natural resting areas, such as San Leandro Bay, away from airport runways could reduce the strike problem. The report noted: "It is recommended that no action be undertaken which would alter existing bird habitats at MOIA and in surrounding areas without first analyzing the potential bird hazards which could result. As a general measure to minimize such hazards, areas of San Leandro Bay (portions of which will be leased by the East Bay Regional Park District and operated as park and refuge areas) should be managed to preserve off-airport habitat." (See pages I-20-21 of the Final EIR, Volume III.) The subject of strikes is barely recognized in the park plan and impact report but will require more explicit attention and the cooperation of the Park District and the Port of Oakland.

You'll need comments by Howard Cogswell on this too.

1. Bird strikes

2. Impact of noise on wildlife



EAST BAY REGIONAL PARK DISTRICT

11500 SKYLINE BOULEVARD/OAKLAND, CALIFORNIA 94619/TELEPHONE (415) 531-9300

BOARD OF DIRECTORS: JOHN J. LEAVITT, President; MARY LEE JEFFERDS, Vice President; PAUL J. BADGER, Secretary;
WILLIAM F. JARDIN, Treasurer; FRED C. BLUMBERG, HOWARD L. COGSWELL, HARLAN R. KESSEL • RICHARD C. TRUDEAU, General Manager

February 8, 1977

Mr. William H. Fraley
Planning Director
Airport Land Use Commission
of Alameda County
399 Elmhurst Street
Hayward, CA 94544

Re: Draft Land Use-Development Plan/Environmental Impact
Report for San Leandro Bay Regional Shoreline

Dear Mr. Fraley:

Thank you for having the Commission review and comment on this project.
Please note our responses to your concerns.

1. Noise Survey

A copy of the complete noise survey is on file with the Planning and Design Department of the EBRPD. This survey was edited to conserve space in the full document. This full survey covers the annual average noise level information and adequately responds to your concerns. It was also felt, that for the purposes of this schematic LUDP, the consultants provided adequate information. If we encounter specific problems in the course of detailed design of the park, then noise experts will be further consulted.

2. Noise tolerance of wildlife

See above note. The complete survey deals with this subject on page B-5.

3. Conflicts between recreation and aviation

See above note. The complete survey deals with this problem on pages 4 to 12.

4. Bird strikes on aircraft

The recent filling of historic resting areas has made it necessary for shore birds to leave San Leandro Bay during high tides. The proposed Development Plan protects the few remaining resting sites, and creates additional protected area for high tide resting. This action should substantially reduce the chance of bird strikes at both Oakland airfields. Future park development of the Alameda City garbage disposal site will further reduce bird strike hazard.

We look forward to working with you as we get into more specific plans for the park. Our Board of Directors will be considering the adoption of this LUDP/EIR at their regular meeting on February 15, 1977.

Sincerely yours,

Peter Koos
Landscape Architect
Planning & Design Dept.

JAN 4 1977

ALAMEDA COUNTY FLOOD CONTROL
AND
WATER CONSERVATION DISTRICT

399 ELMHURST STREET HAYWARD, CALIFORNIA 94544 881-6470 357-0844

HERBERT G. CROWLE, DIRECTOR OF PUBLIC WORKS

PAUL E. LANFERMAN, ENGINEER-MANAGER

BOARD OF
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4th District
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5th District

December 30, 1976

Mr. Peter Koos, Landscape Architect
East Bay Regional Park District
11500 Skyline Boulevard
Oakland, CA 94619

San Leandro Bay

Dear Mr. Koos:

Thank you for the opportunity to review the draft Environmental Impact Report and Land Use Development Plan for the San Leandro Bay Regional Shoreline. The following comments are submitted to assist you in planning the development of this important park.

Because of the importance of San Leandro Bay as a drainage outlet for four major flood control channels, we are concerned about the need for establishing and maintaining adequate channel outfalls to the Bay (both San Leandro and San Francisco). Siltation and fill have been reducing the capacity of the outfalls to a point where dredging will be soon required. This District has continuously been raising the issue to provide for maintenance dredging since the inception of the planning effort that led to the publication of the "Guidelines for San Leandro Bay" referred to in your draft Environmental Impact Report.

The need for flood control dredging and the desirability of the Bay as a site for crew racing present an opportunity for achieving multi-purpose benefits from a dredging project. It is this District's responsibility to maintain adequate channel outfalls. To this end, it is our intention to initiate a study to lead to a multi-purpose dredging project in San Leandro Bay that anticipates the co-involvement of the Corps of Engineers. This matter has been generally discussed recently with Mr. Bob Reynolds of the Corps of Engineers.

A marked up copy of Plate 3 from your report is enclosed delineating the proposed dredging scheme which would satisfy minimum flood control requirements that would also provide for the crew racing criteria. In addition, it is recommended that provision for the historical navigational channel be shown. It is requested that these proposed schematic dredging plans be incorporated into the Land Use Development Plan (Plate 2) and Natural Resource Management Plan (Plate 3) of your report.

We recognize the necessity of maintaining a cleanup program on the flood control channels entering San Leandro Bay. Since flood control is the primary function of these channels, it would appear appropriate for this District to exercise its responsibility to maintain these channels in a functioning and aesthetically pleasing condition. A mutual management plan to accomplish this task should be developed between our two agencies.

Mr. Peter Koos
Landscape Architect
December 30, 1976
Page Two

The nine-acre parcel on the estuary is described as being owned by Alameda County. This parcel is currently in private ownership although a Land and Water Conservation Fund grant for purchase of the land has been awarded to the County. Negotiations for acquisition of the area are expected to be initiated next year. It is intended to make this parcel available to East Bay Regional Park District for development and operation as a portion of the San Leandro Bay Regional Shoreline. This matter has been discussed at numerous meetings.

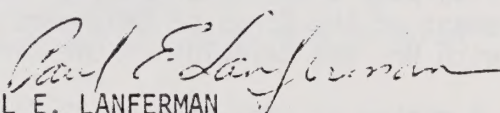
The access corridor on PG&E property north of East Creek Slough is described on Page 14. Plans for this corridor show a 15' wide access road and a 20' wide landscaped strip adjacent to PG&E's maintenance yard. There is a pending easement between PG&E and us for this space plus the channel area subject to the completion of road and landscaping. It is suggested that the Park District work out an easement with PG&E over this same area providing for the park amenities you require.

Steps to improve water quality in San Leandro Bay are listed on Page 20. An item which might be added is the development of the Surface Runoff Management Plan (208) by ABAG and EPA to control non-point sources of water pollution. The regional plan for the San Francisco Bay Area is scheduled for completion by July, 1978.

We understand a set of aerial photos and maps are being developed for San Leandro Bay. We would appreciate receiving a set of photos and ground controls when they become available.

If there are any questions regarding these comments, please contact Jack Lindley at 881-6485 or Steve Marsden at 881-6221.

Very truly yours,


PAUL E. LANFERMAN
ENGINEER-MANAGER

PEL:SWM:dmi
Encl.

cc: Fred F. Cooper, Supervisor, 3rd District (w/encl.)
Col. Flertzheim, Corps of Engineers (w/encl.)
Ratcliff, Slama & Cadwalader, Architects & Planners (w/encl.)



EAST BAY REGIONAL PARK DISTRICT

11500 SKYLINE BOULEVARD/OAKLAND, CALIFORNIA 94619/TELEPHONE (415) 531-9300

BOARD OF DIRECTORS: JOHN J. LEAVITT, President; MARY LEE JEFFERDS, Vice President; PAUL J. BAUGER, Secretary;
WILLIAM F. JARDIN, Treasurer; FRED C. BLUMBERG, HOWARD L. COGSWELL, HARLAN R. KESSEL • RICHARD C. TRUDEAU, General Manager

February 8, 1977

Mr. Paul E. Lanferman
Engineer-Manager
Alameda County Flood Control
and Water Conservation District
399 Elmhurst Street
Hayward, California 94544

Re: Draft Land Use-Development Plan/Environmental Impact
Report for San Leandro Bay Regional Shoreline

Dear Mr. Lanferman:

On behalf of the East Bay Regional Park District, I wish to thank you for your comments on the San Leandro Bay Regional Shoreline Draft LUDDP/EIR. The following is in response to your December 30 letter:

1. The goals of the Plan are stated on Page 31:

- (1) Retain the Bay's value as a natural wildlife refuge by preserving, maintaining and expanding, to the extent possible, the various environments necessary to healthy fish, bird and animal life.
- (2) Protect the Bay and its shoreline from encroachment of use, development and conflicts that would significantly alter the feeling and appearance of open space and the attendant sights, sounds and vistas.
- (3) Develop maximum opportunities for use of the Shoreline Park which are consistent with goals (1) and (2), and in such a way that they can be enjoyed by the largest possible segment of the East Bay population.

Goals and Recommendations for dredging are discussed on page 35 of the Plan:

- (10) Dredging and land fill should be carefully controlled and be in conformity with the Plan Goals:
Dredging will be required as it has in the past, to maintain flood control channels; dredging spoils might be effectively used for land forming. It is incumbent upon the District to work with the Flood Control District, Corps of Engineers and other agencies to make sure that any required dredging makes a minimum impact on the environment of mudflats and marshes.



-2-

Such required dredging should be located to maximize the recreational use of the water area; i.e., to improve the possibilities of crew racing, or recreational boating.

In order to meet the goals of the Plan, the dredging statement is correct from our standpoint. At the last Board meeting, Directors of the EBRPD approved a study of dredging by the U. S. Corps of Engineers, if they choose to do so.

The 500 foot-wide channel proposed in your comments might reduce productive shell beds and flats. The scope of dredging for crew racing will have to be equated against ecological damage to San Leandro Bay. The Army Corps of Engineers' dredging study mentioned in your comments should provide sufficient data for such an evaluation.

2. Dredging is not a part of either the Land Use-Development Plan or the Natural Resources Management Plan. We will, however, include your Proposed Dredging Plan among comments received.
3. Maintenance and clean-up are operational matters and not a part of the Land Use-Development Plan.
4. Comments noted.
5. Comments noted.
6. Comments noted.
7. The EBRPD recently funded aerial mapping and a survey of San Leandro Bay. This material will be available to ACFC.

Our Board of Directors will be considering the adoption of this LUDP/EIR at their regular meeting on February 15, 1977.

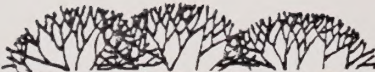
Very truly yours,

A handwritten signature in dark ink, appearing to read "Crutcher", with a horizontal line drawn through the middle of the signature.

Lewis P. Crutcher
Chief, Planning & Design Dept.

LPC:lm

JAN 14 1977



ALAMEDA COUNTY PARKS ADVISORY COMMISSION

399 Elmhurst Street
Hayward, California 94544
881-6401

January 11, 1977

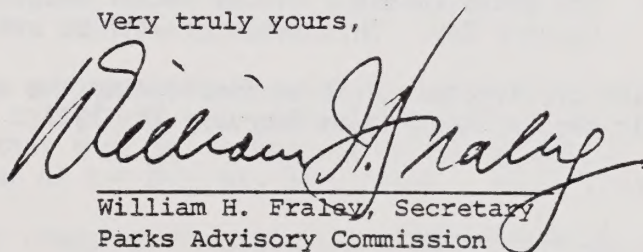
Peter Koos
East Bay Regional Park District
11500 Skyline Boulevard
Oakland, California 94619

Dear Mr. Koos:

At its January 6, 1977, meeting, the Alameda County Parks Advisory Commission considered your Land Use - Development Plan and Draft EIR for San Leandro Bay Regional Shoreline. The enclosed staff report was adopted. Particular emphasis was placed on the problems of conflicting uses and noise.

The Commission appreciates the opportunity to comment on this and other such matters. As you may know, we are particularly concerned with the shoreline, and are pleased to see positive measures being taken for its preservation.

Very truly yours,



William H. Fraley, Secretary
Parks Advisory Commission

WHF:cb

Enclosure

PARKS ADVISORY COMMISSION
STAFF REPORT - JANUARY 6, 1977
Page 3

AGENDA ITEM NO. 3: REPORTS AND CORRESPONDENCE (Continued)

San Leandro Bay Regional Shoreline Draft Land Use and Development Plan and EIR

The East Bay Regional Park District has published its Land Use and Development Plan for the San Leandro Bay Regional Shoreline. The plan area consists of approximately 656 acres of water and land in the Cities of Oakland and Alameda, of which approximately 186 acres is dry land at mean high tide; and nine and one-half miles of shoreline, three miles of which are along flood control channels such as San Leandro Creek and East Slough. Part of the land, 118.3 acres, is under lease from the Port of Oakland; other shoreline has been acquired from P.G.&E., East Bay Municipal Utility District, and the City of Alameda (the city dump). All of the one hundred foot BCDC jurisdictional strip around the Bay is included except that on Alameda island.

Present uses are varied. Uses of the Bay itself, although generally not officially encouraged, are many, and include educational uses, boating, including crew, drag boat racing, and water skiing, fishing, bird watching, mini-biking, model airplane flying, and passive enjoyment. Upland uses include the Oakland Airport on the west, industrial uses on the east, and residential and related uses in Alameda. These upland uses have been encroaching on the Bay, which originally included marshes extending past the Coliseum. This has been effectively halted under BCDC, but little has been done to actively restore the area or open it for organized recreational uses.

The two main goals of the plan are to retain the Bay's value as a natural wildlife refuge by preserving and expanding their natural environment, and to protect the Bay and shoreline from encroachment of uses incompatible to its open space values. So much as is consistent with the above goals, a third goal is to develop recreational uses in the Park. To these ends, the report makes fourteen recommendations, paramount of which is preservation and maintenance of natural environments. The park should not be developed as an intensive use urban park but rather a park with shoreline access and facilities for nature education, fishing, and other such compatible activities. Development should include noise attenuation, and strict control of dredging and fill. No bridges or similar structures should be built across the Bay and construction of surrounding streets should not conflict with the park. Commercial activities should be limited to the Doolittle Drive area. There should be an immediate cleanup and environmental improvement action taken. A phased development plan should be adopted, and there should be cooperation with other jurisdictions on development of contiguous land.

The plan further recommends that transportation within the park be non-motorized on a system of trails, although auto access should be provided at several points. Access is also possible by bus, with the possibility of increased service if park use justifies; and via BART, the Coliseum station being less than one mile from the park. Development proposals in the area by others that conflict with the goals are noted, including development of Port and privately owned adjacent property, extension of roads and BART to the airport, and East Bay Municipal Utility District activities. With proper coordination and cooperation, however, these can be mitigated. A five stage development plan is suggested, with the first two phases to be implemented as soon as possible. These are a general cleanup of the area and heavy site work, including construction of berms, removal of excess rip-rap, and dredging and marsh restoration. Phase III would be site improvement, such as path, parking lot and fence construction, with paths receiving priority. Phase IV would be improvement of Doolittle Pond and grading of the Alameda Dump; and Phase V would be landscaping and construction of an information center, fishing piers, restroom facilities, etc.

PARKS ADVISORY COMMISSION
STAFF REPORT - JANUARY 6, 1977
Page 4

A Natural Resource Management program is proposed to preserve the existing marsh and help it regenerate in order to encourage wildlife propagation. A short EIR finds only positive impacts from the project.

COMMENTS:

The Development Plan generally is quite adequate. The project will preserve some of the remaining San Francisco Bay marshland, which once was far more extensive all along the East Bay shore, but which has been "developed" for industrial, residential, commercial, port, and salt production uses, at the incalculable expense of the plant and wildlife population of the region. While BCDC has jurisdiction over the Bay and tidal areas, and one hundred feet of the upland, this is only a negative jurisdiction in that the Commission cannot actively develop or restore that area. The Regional Park District, and other agencies such as HARD, have been and are actively trying to acquire and preserve the remaining baylands.

The regional shoreline includes a virtually complete geographic unit, where the remaining marsh and other natural land can be preserved, and where existing development is such that the natural baylands can regenerate. This is very significant as it will allow continuation and expansion of the natural environment of plants and wildlife which play an important role in the natural balance. Control of the bay and shoreline by the District will ensure this.

Several points should be noted. While the District is in the business of providing park facilities for people on a regional scale, and not wildlife or other nature preserves, at this facility people should be kept secondary to other life forms. The District recognizes this in the report. However, the report also recognizes that this area is close to several park and recreationally deficient areas of East Oakland. The District may come under pressure to provide facilities for these areas. This is neither the function of the District, nor the purpose of the park. The District should be given full support to withstand such pressure, and to keep to its original goals for park development, preventing this area from becoming officially or unofficially an active park area. This does not imply that people-oriented park facilities should not be developed in this area, either on a regional scale by the District or on a local scale by the City.

A related, and perhaps contradictory point is that of present uses which are potentially incompatible with the natural aspect of the park, specifically drag boat racing, crew, and water skiing. These generate problems such as the need for dredging for crew and skiing, noise for racing and skiing, and attraction of spectators for crew and racing. However, this is one of the few, if not the only area appropriate for these activities in the East Bay which does not require extensive travel time to reach. This is particularly crucial with crew.

Although there are several rowing clubs, this is generally a high school or college sport requiring regular practice as well as meets. Unlike skiing or racing, it is not practical to expect participants to travel long distances to the Delta or other suitable areas. Even with skiing and racing, San Leandro Bay's sheltered water, proximity to urban areas and lack of shipping traffic render it unique. This presents a major conflict, and every effort should be made to resolve it as favorably as possible for all concerned.

Another potential problem is that of noise. This could be treated more thoroughly in the report, although this is primarily a case of the environment having an impact on the project, rather than vice versa.

PARKS ADVISORY COMMISSION
STAFF REPORT - JANUARY 6, 1977
Page 5

A noise survey was done by an acoustical consultant and is summarized in the plan. The major noise source is air traffic from the Oakland Airport North Field, just east of the park, and San Francisco International Airport across San Francisco Bay. Noise is also generated from traffic around the area. The aircraft generate noise levels averaging 62 to 65 dB[A] with peaks of 76 dB[A], considerably higher than the 45 dB[A] background level recommended by the State of California for "park areas used for rest and relaxation." (An increase of 10 dB[A] is perceived as a doubling of loudness.) The average general background noise level for the site is 49dB[A]. Although not measured in the report, if drag boat racing and water skiing are allowed, they will generate noise as well. However, desirable, the State standards are considered by the consultant to be optimistic for an urban park context, and it is likely that few urban parks meet them. The consultants propose a more realistic standard of 50 dB[A] for background noise and 55 dB[A] average noise level including traffic but not aircraft. This would be consistent with Federal Environmental Protection Agency standards. Without the aircraft noises, this standard would be met in most of the park and where it is not, noise control measures can be taken. This standard is directed to the noise tolerance of people. At least of equal importance in this park is the noise tolerance level of wildlife; this is not addressed in the report and should be investigated. If the wildlife prove to have a tolerance for noise levels above 50 dB[A], and nothing can be done to reduce aircraft noise in order to reach this standard of humans, then the Park District may wish to emphasize even further the function of this park as a wildlife preserve and de-emphasize its use by people.

Except for activities within the park, noise control is outside the direct control of the Park District. The report does make recommendations for mitigation of the impact of ground traffic noise on the park through use of attenuation structures, but most noise, particularly that of aircraft, cannot be mitigated by the Park District.

Some San Francisco jets fly over the park, as do occasional jets from the Alameda Naval Air Station. However, the most recent study released by San Francisco International shows that San Leandro Bay lies outside the airport's current 65 CNEL, and forecasts depict a decline in existing San Francisco International noise levels.

The relationship of the Oakland airport and the park is a complex one because of noise and potential bird strikes. Obviously the airport cannot be moved because of the park; however, the uniqueness of the park's location is its justification for existence. On the basis of noise impacts, there will be a conflict between recreation and aviation. Oakland airport noise in the park is mainly due to the general aviation traffic from the North field that flies over San Leandro Bay to avoid residential areas. There may be no acceptable alternatives to this pattern as the general aviation traffic cannot interfere with the commercial traffic to the west. These general aviation flights, much more frequent than commercial jet flights, can be expected to increase in the future. Commercial jets from Oakland South Airport generally turn south over San Francisco Bay and are not readily heard over the park area.

If development of the park increases the bird population of the area, this may create or increase problems with aircraft damage and crashes due to birds. Thorough records on bird strikes are not kept, but some sources claim that this is a significant hazard which could be aggravated by perpetuating the wildlife habitat. Strikes certainly have been a problem in other areas, notably around the Jamaica Bay wildlife refuge in New York City, adjacent to John F. Kennedy Airport and Floyd Bennett Field. Other sources, however, have argued that maintenance of natural resting areas, such as San Leandro Bay, away from airport runways will reduce the strike problem. This is a subject barely recognized in the report. It will require cooperation between the Park District and the Port.

In conclusion, the major problems seem to be conflict between existing and potential uses with the goals of the park development. Some will have to be resolved solely by the Park District, which should be encouraged to consider the uniqueness of the activities. Others must be resolved through cooperation between the Park District and other agencies such as the Airport Land Use Commission, the Port of Oakland, etc. In these cases, the Park District should seek support, and the Parks Advisory Commission should offer support for the solution which will best protect the integrity of the park in its urban context.

STAFF RECOMMENDATION: That the Parks Advisory Commission adopt this report with any additions or changes they feel appropriate and forward it to the Regional Park District as their comments on the document.



EAST BAY REGIONAL PARK DISTRICT

11500 SKYLINE BOULEVARD/OAKLAND, CALIFORNIA 94619/TELEPHONE (415) 531-9300

BOARD OF DIRECTORS: JOHN J. LEAVITT, President: MARY LEE JEFFERDS, Vice President: PAUL J. BADGER, Secretary:
WILLIAM F. JARDIN, Treasurer: FRED C. BLUMBERG, HOWARD L. COGSWELL, HARLAN R. KESSEL • RICHARD C. TRUDEAU, General Manager

February 8, 1977

Mr. William H. Fraley, Secretary
Alameda County Parks Advisory Comm.
399 Elmhurst Street
Hayward, California 94544

Re: Draft Land Use-Development Plan/Environmental Impact
Report for San Leandro Bay Regional Shoreline

Dear Mr. Fraley:

Thank you for considering and adopting the above project. We are especially pleased with your supporting us in our efforts to preserve this valuable environment. Your comments and suggestions were considered for inclusion into the final document as follows:

1. Plan Goals

Please refer to page 31 of the document for the three goals of the Plan. Retention of the natural wildlife refuge is emphasized. The EBRPD is not in business to provide high intensity structured recreational opportunities.

2. Boating Activities

Although certain boating activities are discussed in the Plan, restrictions are also attached. As we get into detailed, specific design of facilities, hopefully, conflicts will be reduced.

3. Noise Impacts

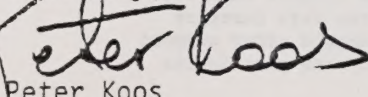
A copy of the complete noise survey is on file with the EBRPD. It does deal with conflicts between recreation and aviation (see pages 4 to 12) and the noise tolerance of wildlife (see page B-5.)

4. Bird strikes on aircraft

The recent filling of historic resting areas had made it necessary for shore birds to leave San Leandro Bay during high tides. The proposed Development Plan protects the few remaining resting sites, and creates additional protected area for high tide resting. This action should substantially reduce the chance of bird strikes at both Oakland airfields. Future park development of the Alameda City garbage disposal site will further reduce bird strike hazard.

Once again, thanks for your support in our efforts to protect the integrity of this parkland. Our Board of Directors will be considering the adoption of this project at their regular meeting on February 15, 1977.

Sincerely,


Peter Koos
Landscape Architect
Planning & Design Dept.

January 10, 1977

Ms. Carol Thompson
Environmental Coordinator
East Bay Regional Park District
11500 Skyline Blvd.
Oakland, CA 94619

Subject: San Leandro Bay Regional Shoreline E.I.R.

Dear Ms. Thompson:

Following a brief review of the Draft E.I.R., for the proposed San Leandro Bay Regional Shoreline, a few comments are necessary for clarification in relation to AC Transit bus services:

1. Page 38 - C. Access & Circulation - 5th Paragraph - "Hengenberger Road and Doolittle Drive are now public bus transportation routes".

This statement is not clear and is misleading because it is too general.

Hengenberger Road does have a high level of bus service connecting North Oakland, East Oakland Coliseum BART Station and the Oakland International Airport. Doolittle Drive, however, is only served in the weekday commute hours, and only as far north as Dehaviland Drive, where the bus loops into the industrial area of the Oakland Airport North Field. A schedule is attached showing that service.

Also, Illustration #5, Page 56, is misleading by identifying (in the legend) that "Bus Routes (Planned)" and "Bus Stops (Planned)" are not actually planned by AC Transit, but I believe

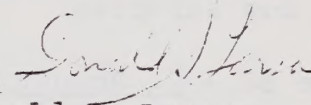
Ms. Carol Thompson
Environmental Coordinator

January 10, 1977

are proposed by the consultant. "Planned" is a term that reflects concurrence of the implementation, which I am assuming refers to AC Transit. It would be more correct to designate new bus routes and new bus stops (as proposed) to clarify for the reader of E.I.R. that these improvements in bus service have not been reviewed, nor were they agreed to by AC Transit.

I hope these comments will be incorporated within E.I.R. to better reflect to the reader (and for the records) a clearer representation of what is being presented and proposed.

Yours very truly,



Donald S. Larson
Senior Planning Coordinator

DSL:av

Attachment



EAST BAY REGIONAL PARK DISTRICT

11500 SKYLINE BOULEVARD/OAKLAND, CALIFORNIA 94619/TELEPHONE (415) 531-9300

BOARD OF DIRECTORS: JOHN J. LEAVITT, President; MARY LEE JEFFERDS, Vice President; PAUL J. BADGER, Secretary;
WILLIAM F. JARDIN, Treasurer; FRED C. BLUMBERG, HOWARD L. COGSWELL, HARLAN R. KESSEL • RICHARD C. TRUDEAU, General Manager

February 8, 1977

Mr. Donald S. Larson
Senior Planning Coordinator
AC Transit
508 16th Street
Oakland, California 94612

Re: Draft Land Use-Development Plan/Environmental Impact
Report for San Leandro Bay Regional Shoreline

Dear Mr. Larson:

Thank you for reviewing and commenting on this project. Your suggestions are incorporated into the final LUDP/EIR as follows:

1. Page 38-5th Paragraph-Sentences 1&2
Hegenberger Road is now an important bus transportation route. When the park is developed, additional bus routes should be extended along Edgewater, Pardee and Doolittle Drives.
2. Illustration #5-Access and Circulation
The Legend will be changed to reflect the "suggested" nature of "planned" Bus Routes and Stops.

Thanks again for helping us clarify these elements. Our Board of Directors will be considering this LUDP/EIR for adoption at their regular meeting on February 15, 1977.

Sincerely yours,

Peter Koos
Peter Koos
Landscape Architect
Planning & Design Dept.

PK:lm

FEB 4 1977



CITY OF ALAMEDA • CALIFORNIA

CITY HALL • SANTA CLARA AT OAK STREET • 94501

OFFICE OF THE MAYOR
(415) 522-4100

February 3, 1977

Mr. John Leavitt, President
East Bay Regional Park District
11500 Skyline Boulevard
Oakland, California 94619

Dear John:

For the record, the City of Alameda is disturbed at the apparent lack of concern regarding traffic problems that might develop relative to the San Leandro Bay Regional Shoreline.

It was agreed at the January 11 meeting held at the Kaiser Center that the Park District would not go on record as opposing a possible Crossing. However, Mr. Lewis Crutcher, Chief, Planning and Design Department, has been quoted in our newspaper that the Regional Park District would be opposed to any such Crossing. Inasmuch as other Board Members have told us that there would be no such opposition, we would appreciate a clarification on this issue.

Alameda is currently providing more shoreline recreation with our South Shore Beach and Crown Memorial Park area than any other city in the county. We have also indicated we would contribute some 40 additional acres in the future.

For the Regional Park District to oppose a measure of such great concern to the City of Alameda at this time would, in my opinion, be less than an act of good faith, and I would ask our City Council whether they may want to reevaluate our position.

Very truly yours,

A handwritten signature in cursive script, reading "C. J. Corica".

C. J. "Chuck" Corica
Mayor

CJC:jf



EAST BAY REGIONAL PARK DISTRICT

11500 SKYLINE BOULEVARD/OAKLAND, CALIFORNIA 94619/TELEPHONE (415) 531-9300

BOARD OF DIRECTORS: JOHN J. LEAVITT, President; MARY LEE JEFFEROS, Vice President; PAUL J. BADGER, Secretary.
WILLIAM F. JARDIN, Treasurer; FRED C. BLUMBERG, HOWARD L. COGSWELL, HARLAN R. KESSEL • RICHARD C. TRUDEAU, General Manager

February 8, 1977

The Honorable C. J. "Chuck" Corica
Mayor of Alameda
City Hall
Santa Clara at Oak Street
Alameda, California 94501

Re: Draft Land Use-Development Plan/Environmental Impact
Report for San Leandro Bay Regional Shoreline

Dear Mayor Corica:

Since the inception of San Leandro Bay Regional Shoreline, six years ago, the EBRPD has been deeply concerned about traffic patterns around San Leandro Bay. Many hours of staff time have been spent working with other agencies and city departments in efforts to coordinate truck, automobile, rail, BART, bicycle and pedestrian circulation to and around the proposed San Leandro Bay Regional Shoreline. The District was pleased when, at the January 11 Kaiser Center meeting, MTC Assistant Executive Director, Paul Bay, announced their forthcoming study of traffic around San Leandro Bay, which will include Edgewater and Doolittle Drives, and several proposed crossings, including an extension of 66th Avenue.

The Board of Directors of the EBRPD has twice acted upon the proposed San Leandro Bay 66th Avenue crossing:

On March 30, 1976, by unanimous vote, the Board supported the Lockyer Bill (AB 3783) which deleted the "direct connection across San Leandro Bay." (Resolution No. 1976-3-75, attached). On February 1, 1977, the Board reaffirmed its opposition to any legislation authorizing a bridge or causeway over San Leandro Bay.

On March 30, 1976, by Resolution No. 1976-3-74, the Board unanimously approved a lease with the Port of Oakland for San Leandro Regional Shoreline, wherein Paragraph 10, Transportation Facility, clearly states the District's position on "the construction of a transportation facility across San Leandro Bay." Paragraph 10 of the agreement covers four pages, but the following excerpts should satisfy your concerns:

- (c) To the extent the Port participates, directly or indirectly in the design or location of any transportation facility, or any portion thereof, Port agrees to consult with Lessee during the planning and designing stages of said facility. Port agrees that the design and location of any such facility or any portion thereof not below the surface of the demised



-2-

premises and San Leandro Bay will be compatible with the park use of the demised premises and will not reasonably interfere with the scenic and visual values inherent in a park use of the demised premises.

- (d) The Port shall have the right at any time to construct a transportation facility or any portion thereof below the surface of the demised premises and San Leandro Bay provided, however, that the surfaces of Doolittle Pond and Arrowhead Marsh will not be disturbed except that the tip of Arrowhead Marsh shown as "Area Three" on Exhibit "C" hereto may be temporarily disturbed during such construction provided it shall be substantially restored upon completion of the project. In any event, in the construction of any such under-surface transportation facility, tidal action shall be maintained to that portion of Arrowhead Marsh not being temporarily disturbed by such construction.
- (f) It is agreed that in the event Port shall construct or permit construction of any such transportation facility or any portion thereof over or across the demised premises or any portion of San Leandro Bay and, in the sole discretion of Lessee to be exercised in a reasonable manner, Lessee determines that the same would render the premises unsuitable for Lessee's park and recreation purposes, then at anytime within ninety (90) days after the final permit for such construction has been obtained, Lessee shall have the right upon thirty (30) days' written notice to terminate this lease.....

A copy of the Port of Oakland-EBRPD lease agreement was filed with Alameda City Manager John Goss.

Since 1967, the EBRPD has operated and maintained the 383-acre Robert W. Crown Memorial State Beach along Alameda's south shore, and staff has drafted a tentative lease agreement for an additional 40 acres at the city's garbage disposal site at San Leandro Bay. It is anticipated that within the next few years, the District will also provide public access to 600 acres of Regional Shoreline in Oakland, 190 acres in San Leandro, and along the entire seven-mile Hayward shoreline.

Our Board of Directors will be considering the adoption of the LUDP/EIR at their regular meeting on February 15, 1977.

Very truly yours,

Lewis P. Crutcher
Chief, Planning & Design Dept.

LPC:1m

EAST BAY REGIONAL PARK DISTRICT

RESOLUTION No. 1976-3-75

March 30, 1976

AUTHORIZATION TO SUPPORT LOCKYER BILL TO PROHIBIT THE CONSTRUCTION
OF ANY PORTION OF ROUTE 61 NORTH OF HEGENBERGER ROAD

WHEREAS, existing law prohibits the construction of any portion of State Highway Route 61 as a freeway north of Hegenberger Road, except for a direct connection across San Leandro Bay to Route 17 at the 66th Avenue Interchange; and

WHEREAS, Assemblyman William Lockyer has introduced legislation referred to as A.B. No. 3783 which would delete the above exception so as to prohibit the construction of any portion of Route 61 as a freeway north of Hegenberger Road; and

WHEREAS, San Leandro Bay is the site of a proposed East Bay Regional Park in an urban-impacted area;

NOW, THEREFORE, BE IT RESOLVED that this Board finds that adoption of A.B. 3783 would be in the best interests of the citizens of the East Bay Regional Park District, and, accordingly, the East Bay Regional Park District hereby supports such legislation and urges its enactment; and

BE IT FURTHER RESOLVED that the General Manager is hereby directed to communicate a true copy of this resolution to Assemblyman Lockyer, the appropriate legislative committees, and all members of the Legislature whose districts coincide with the territory of the East Bay Regional Park District.

Moved by Director Fred C. Blumberg, seconded by Director Howard L. Cogswell, and adopted this 30th day of March, 1976 by the following vote:

FOR:	Directors Paul J. Badger, Fred C. Blumberg, Howard L. Cogswell, William F. Jardin, Mary Lee Jefferds, John J. Leavitt, and Clyde R. Woolridge.
AGAINST:	Directors none.
ABSENT:	Directors none.



CITY OF ALAMEDA • CALIFORNIA
PLANNING DEPARTMENT

January 14, 1977

Mr. Burns Cadawalader
Ratcliff, Slama and Cadwalader
6117 Grove Street
Oakland, CA

Dear Mr. Cadwalader,

In the San Leandro Bay Regional Shoreline Land Use Development Plan, there are several references to City of Alameda plans for San Leandro Bay. A few points need clarification. There is a reference on page 11 to the General Plan, showing recreational use along much of San Leandro Bay and on page 12 to the Circulation Plan, showing a road along the east border of the golf course. It is assumed these proposals are taken from the Recreation Element (Fig. 26) and the Circulation Element (Fig. 22) of the City's existing plan, done by DMJM in 1968. While this is the City's existing General Plan, it should be pointed out in the discussion that this General Plan is in the process of being redone and that the City is preparing a new Combined Land Use, Open Space and Circulation Plan which will revise and update proposals for the San Leandro Bay.

At the same time, this General Plan is still the official statement of the City for this area. References, such as the one on page 11 to a proposed park on the southeast shoreline adjacent to San Leandro Bay and the Estuary, should not be included since they are not part of the City's existing General Plan or any other plans published by the City.

Sincerely,

Don E. Patterson
Planning Director

DEP/EC/gh

cc: Peter *Koos*
City Manager



EAST BAY REGIONAL PARK DISTRICT

11500 SKYLINE BOULEVARD/OAKLAND, CALIFORNIA 94619/TELEPHONE (415) 531-9300

BOARD OF DIRECTORS: JOHN J. LEAVITT, President; MARY LEE JEFFERDS, Vice President; PAUL J. BADGER, Secretary;
WILLIAM F. JARDIN, Treasurer; FRED C. BLUMBERG, HOWARD L. COGSWELL, HARLAN R. KESSEL • RICHARD C. TRUDEAU, General Manager

February 8, 1977

Mr. Don E. Patterson
Planning Director
City of Alameda
Planning Department
Santa Clara Ave. & Oak
Alameda, CA 94501

Re: Draft Land Use-Development Plan/Environmental Impact
Report for San Leandro Bay Regional Shoreline

Dear Mr. Patterson:

Thank you for reviewing and commenting on the above project. Your points for clarification are noted and the document will be revised to reflect your concerns. Specifically;

Page 11, Paragraph 3: There are no plans for the existing city properties along the southeast shoreline adjacent to the Bay and Estuary.

Thank you for pointing out our apparent error. Our Board of Directors will be considering this LUDP/EIR for adoption at their regular meeting on February 15, 1977.

Sincerely yours,

Peter Koos
Landscape Architect
Planning & Design Dept.

PK:lm

JAN 27 1977

CITY OF OAKLAND



CITY HALL • 14TH AND WASHINGTON STREETS • OAKLAND, CALIFORNIA 94612

Planning Department

January 25, 1977

JAN 27 1977

Ms. Carol Thompson, Environmental
Coordinator
East Bay Regional Park District
11500 Skyline Boulevard
Oakland, CA 94619

Dear Ms. Thompson:

This is to comment on the Draft Land Use Development Plan and Environmental Impact Report on San Leandro Bay Regional Shoreline, prepared for the District by Ratcliff, Slama & Cadwalader.

This report represents a major step toward the long-awaited creation of a unique waterfront park and wildlife refuge in the midst of an urban area. The consultants should be congratulated on their efforts.

I have the following more specific comments:

1. I am pleased to see the statement, on page 10, that several of Oakland's recreation-deficient areas adjoin San Leandro Bay. However, the report does not pursue the full implications of this fact. Many of these areas' deficiencies are in common active recreation facilities like playfields and playgrounds. Yet the discussion of "potential uses" on pages 28-30 doesn't mention such facilities. The "meadows" proposed on Map 2 may allow for frisbee throwing or informal ball games--but at least some active recreation should be specifically provided for. As long as it's "secondary" within this large park's overall context, what's wrong with having even a softball diamond and backstop? Some comparably "structured" uses, like crew racing, are already planned. San Leandro Bay is special not just because of its unique natural setting but also because of its potential for helping impacted urban neighborhoods. Increasing this potential by including some active facilities should, indeed, be very helpful in getting Federal and State funding assistance.
2. I am disappointed that the Plan maps depict only a thin shoreline park strip through the EBMUD land. Except for an oblique reference on page 39, the report doesn't mention the possibility of including more land behind that strip. In fact, page 14 says that some 18 acres there "has been reserved" for EBMUD construction. It's my understanding that the question is still under discussion between EBMUD and the Park District. The maps could recognize the possibility of extra parkland, maybe using a special symbol or category.
3. Page 12 says that the City's Office of Public Works is planning to extend Edgewater Drive through the EBMUD property "along the east side of the railroad

Carol Thompson
January 25, 1977
Page 2

tracks....." To the contrary, they prefer the west side.

4. Page 13 says that Oakland now "has no marked bikeways" except around Lake Merritt; that statement is incorrect. It says that "a few" routes are proposed in the Open Space, Recreation, and Conservation (OSCAR) Element; many are proposed. It also says that, of these proposals, "None are being considered or specifically planned at this time"; that is incorrect.
5. The discussion of potential uses on pages 28-30 overlooks one very popular waterfront activity: viewing the scene from a parked car. This activity is enjoyed by many people at Lake Merritt and the Berkeley Marina. It may be especially valuable in cold weather, or for elderly or disabled persons. Some provision could be made for it at San Leandro Bay, perhaps along Doolittle Drive.
6. The discussion of "shoreline accessibility" on page 32 should mention bus service.
7. The second paragraph on page 33 underrates the importance of informational signs. These signs are necessary for nature education. One should not have to rely on a naturalist's tour to learn about plant or bird identification. In Everglades National Park, for example, there are full-color bird plaques at each viewing station.
8. Also on page 33, provisions for the handicapped should be encouraged, not just "considered."
9. Page 36 calls on CALTRANS to widen Doolittle Drive "toward the land." There's one part of Doolittle--the curve adjoining Fan Marsh--where doing just the opposite may be better. There the main marsh is on the land side, with only a shoulder of cordgrass on the Bay side.
10. I question the extreme emphasis, on page 37 and in the report generally, on Pardee Drive as the park's "principal access point." The areas where the park will be most accessible and visible are near the 66th Avenue freeway interchange and along Doolittle. Besides, it may be risky to assume immediate extension of Pardee to the edge of the park.
11. The development phasing outlined on pages 40-41 looks too stylized for the actual situation, where different parcels will become available at different times--and where it may be desirable to provide significant interim improvements right away. Does the report literally intend that all the expensive cleanup, demolition, and heavy site work must be completed "for the entire park area" before any paths or parking are installed?
12. Page 41 says that restrooms should be built "only in conjunction with permanent buildings, i.e., the Nature Center." This recommendation may be too inflexible.
13. Regarding the discussion of parking lot surfacing on page 41, turf pavers might be desirable, especially in terms of drainage.
14. Page 41 says that "Extension of utilities to selected building sites should be done prior to implementation of path and parking lot construction." At

Carol Thompson
January 25, 1977
Page 3

the same time, page 17 implies that utilities will be extended to the Arrowhead Marsh area only when the northwesterly end of Pardee Drive is improved. What if that street improvement is delayed?

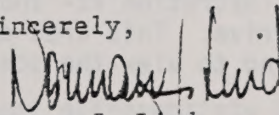
15. Page 41 recommends that "except for possible areas immediately adjacent to buildings, irrigation systems not be installed." Such a blanket recommendation sounds unrealistic.
16. The map on page 45 shows a "Trail Corridor," through the east end of Alameda, having no clear relation to the trail network proposed on Map 5. The former map also fails to show Doolittle Pond as a marsh.
17. Page 48 says that "The only adverse effects are those caused by the dredging and shoreline cleanup." Yet there seem to be others, such as traffic increases.
18. Page 49 says that dredging will be done "only to protect wildlife from human or animal encroachment." What about dredging to improve wildlife habitats, prevent channel siltation, or provide for crew racing?
19. The table on pages 54-55 seems to omit certain impact ratings for "water supply" and "streets and parking."
20. Maps 1-5 show EBRPD land in places along the upper reaches of Elmhurst, Damon, and East Creek Channels which, I understand, are not part of the lease agreement with the Port.
21. Maps 1-5 show only part of Doolittle Drive being widened, whereas page 12 says it will be expanded "between Hegenberger Road and Island Drive."
22. Map 1 (Ownership and Jurisdiction Plan) leaves it unclear what "ownership" means, especially regarding the EBRPD land. Presumably much of this will be leased rather than owned in fee. And what about easements? For example, is an easement planned for the shoreline trail proposed (on other maps) through the Navajo property?
23. Map 1 fails to show some PG&E property on the southwesterly side of Tidewater Avenue.
24. On the same map, doesn't the City of Alameda own its golf course? On the other hand, isn't Lincoln Junior High School owned by the Alameda school district rather than the City?
25. Map 2 (Land Use Development Plan) shows "shoreline trails" and "parking" at only some of the places shown on Map 5 (Access and Circulation). This is confusing.
26. Map 2 may try to designate commercial areas too precisely. The existing restaurant location at the middle of Airport Channel might not prove ideal upon more detailed study. Indeed, Map 3 actually shows part of it as "possible marsh reclamation area." Also, is the restaurant at the end of the Channel a certainty, or just an option reserved by the Port?

Carol Thompson
January 25, 1977
Page 4

27. On the other hand, Map 2 gives little detail on recreational activity location, and seems to make various omissions. "Turfed berms" are shown at only some of the places where the text would lead one to expect them. It is surprising that no "meadow" is shown at the recreation cluster adjoining Arrowhead Marsh.
28. Map 3 (Natural Resource Management) might consider major screen planting at additional places, like next to the Lincoln warehouse development or the EBMUD land. The relation is unclear between the places shown here and the "visual screen" locations on Map 4. Similarly, there are mismatches or boundary differences between various "marsh restoration areas" on Map 3 and "restricted areas" on Map 4.
29. Regarding Map 5:
 - a. It's unclear how precise the trail alignments are meant to be. Many are probably schematic, and these might well be distinguished from the more precise routes.
 - b. In some cases closely parallel trails are shown. Are these supplementary routes or mutually exclusive alternatives?
 - c. I question the trail through the Alameda Municipal Golf Course southwest of Doolittle Drive, and the possibly hazardous street crossings it could entail.
 - d. Shouldn't the trails along San Leandro Channel be shown as "existing"?
 - e. Why does the trail along the southeasterly end of Earhart Road suddenly turn and run up 98th Avenue? Is this intended as a connection with San Leandro's waterfront? If so, an alignment along the westerly edge of Galbraith Golf Course may be preferable.
 - f. Does the term "Bicycle/hiking trail" mean that pedestrians and bicyclists will everywhere share the same right-of-way? This could be undesirable in sections with lots of pedestrian movement, such as near parking lots.
 - g. A railroad spur seems to be shown within the EBRPD strip running along the left bank of San Leandro Channel. This appears to be an error.

Thank you for the opportunity to review the Development Plan. I hope the above comments do not appear overly detailed or negative since they are offered in a spirit of whole-hearted support for your efforts.

Sincerely,



Norman J. Lind
Director of City Planning

NJL:JE:yr
SAP 15

cc: V. Hap Smith
Hans Thompson
Charles Boyd
John Papadakis
James E. McCarty



EAST BAY REGIONAL PARK DISTRICT

11500 SKYLINE BOULEVARD/OAKLAND, CALIFORNIA 94619/TELEPHONE (415) 531-9300

BOARD OF DIRECTORS: JOHN J. LEAVITT, President; MARY LEE JEFFERDS, Vice President; PAUL J. BADGER, Secretary;
WILLIAM F. JARDIN, Treasurer; FRED C. BLUMBERG, HOWARD L. COGSWELL, HARLAN R. KESSEL • RICHARD C. TRUDEAU, General Manager

February 8, 1977

Mr. Norman J. Lind
Director of City Planning
City Hall
14th and Washington Streets
Oakland, California 94614

Re: Draft Land Use-Development Plan/Environmental Impact
Report for San Leandro Bay Regional Shoreline

Dear Mr. Lind:

Thank you for reviewing and commenting in such great detail on this proposed project. Your congratulations on our efforts are greatly appreciated. Below, please note our responses to your suggestions, item by item.

1. The EBRPD is generally not in the business of providing structured recreational opportunities to the extent that is suggested. The adopted Master Plan includes recreation policies specifying what activities may be considered for site planning. However, discussions have taken place between Richard Trudeau, EBRPD General Manager, and Hap Smith, Oakland Parks Director, plus members of the Oakland Parks Commission. Attached therefore is a copy of Mr. Trudeau's letter to the Oakland Parks Commission dated February 3, 1977.
2. The EBRPD cannot plan for activities on lands they do not own or lease. EBMUD has determined that at present, they can only lease the 100-foot strip to the EBRPD, and this has not yet been consummated.
3. Although the city may prefer extending Edgewater Drive along the west side of the railroad tracks on EBMUD property, such extension would eliminate the park and some of Damon Marsh directly north of 66th Avenue. This would be in conflict with the major goal of this Plan. See item 13, page 36. This is currently proposed as part of the MTC study.
4. Document will be revised to reflect this comment.
5. The LUDP-Illustration #2- shows tailgate fishing along Doolittle Drive. This area could also be utilized by those wanting to view the scene from a parked car.
6. As the park is developed, additional bus service will be extended, including weekend service.



-2-

7. Comment noted, language will be revised.
8. Comment noted, language will be revised.
9. Widening of Doolittle Drive will be done to minimize any impact on the existing marshes. This is also part of the MTC study.
10. The Plan is a long-range effort and when Pardee Drive is extended, it will serve as a major access point.
11. It is suggested that rough grading be accomplished along with location of paths.
12. Portable restroom facilities are also called for, besides permanent ones.
13. Specific design of paving material will be in conjunction with specific site design.
14. Development of the Arrowhead Marsh Recreation Cluster will be coordinated with improvements of Pardee Drive.
15. There may need to be temporary and/or minimum irrigation systems installed in order to start growing trees and to maintain meadow areas.
16. Page 45 is "diagrammatic", thus not in conflict with Map 5. Doolittle Pond is a marsh area.
17. Overall traffic is not expected to increase during the week, and those generated on weekends may be negligible.
18. In order to meet the goals of the Plan, the dredging statement is correct from our standpoint. At the last Board meeting, Directors of the EBRPD approved a study of dredging by the U. S. Corps of Engineers, if they choose to do so.
19. Comment noted.
20. Maps 1-5 will be corrected to reflect comment.
21. Comment noted.
22. Map 1 is schematic and does not differentiate between ownership by fee title, lease or securement of an easement.
23. PG&E property is shown as if under EBRPD jurisdiction. A lease agreement is expected with PG&E on March 8.

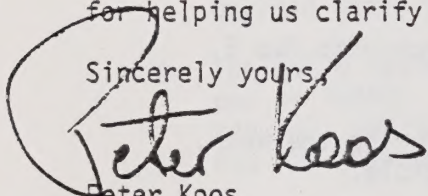


-3-

24. Ownership of Golf Course is implied by its title.
25. Maps 1-5 are complimentary to each other.
26. Comments noted. A restaurant site at the end of Airport Channel at Swan Way has been reserved by the Port and the EBRPD by the lease agreement.
27. "Meadows" will be shown for the Arrowhead Marsh Recreation Cluster on Map 2.
28. Detailed planting will be dealt with in the next phase under capital improvement plans for each specific area within the park. These maps are schematic and show diagrammatically our general instructions.
29. Trail alignments are schematic and detailed locations will be worked out in the near future. San Leandro Creek Channel Trail is now existing, it was being constructed during preparation of this Plan. The 98th Avenue trail and the continuation of S.L. Creek Channel Trail will be deleted from the map. Specific trail design will be considered during the next phase as in response 28.

Your wholehearted support for our efforts in San Leandro Bay is fully appreciated. Our Board of Directors will be considering this project for adoption at their regular meeting on February 15, 1977. Thanks again for helping us clarify portions of the document.

Sincerely yours,


Peter Koos
Landscape Architect
Planning & Design Dept.

PK:lm



EAST BAY REGIONAL PARK DISTRICT

11500 SKYLINE BOULEVARD/OAKLAND, CALIFORNIA 94619/TELEPHONE (415) 531-9300

BOARD OF DIRECTORS: JOHN J. LEAVITT, President; MARY LEE JEFFERDS, Vice President; PAUL J. BADGER, Secretary.
WILLIAM F. JARDIN, Treasurer; FRED C. BLUMBERG, HOWARD L. COGSWELL, HARLAN R. KESSEL • RICHARD C. TRUDEAU, General Manager

February 3, 1977

To: City of Oakland Parks and Recreation Advisory Commission

From: Richard C. Trudeau, General Manager
East Bay Regional Park District

Subject: Commission Discussion on Proposition 2 and Presentation on San Leandro Bay -
February 9 at 4:00 p.m.

At your meeting of January 26, 1977, Jay Ver Lee, consultant to the East Bay Regional Park District; Jerry Kent, Assistant General Manager - Operations; and I made a presentation in behalf of our proposal that the Proposition 2 funds in Alameda County be divided on a 25% Regional Park/75% City Park formula. Following that presentation and the ensuing discussion you asked the staff of the Oakland Parks and Recreation Department to discuss the proposal with us and report back to you for your determination whether you would change your previous recommendation to the Oakland City Council.

Update

Today (February 3) Jerry Kent and I met with Hap Smith to discuss the proposal. We did not reach any final conclusions, with Mr. Smith indicating that it would be well to discuss this again with you, particularly in light of the Alameda County Parks Advisory Commission's tentative allocation formula adopted Tuesday, February 2, 1977.

At that meeting they made a tentative allocation of 20% or \$804,947 to regional agencies, which they proposed we share with the East Bay Municipal Utility District, with 80% or \$3,219,789 going to the city park departments. That tentative allocation formula requires further review by the cities as well as the Alameda County Board of Supervisors.

Prior History

As you may remember from our presentation on January 26, 1977, this District received more than half of the funds from the 1964 State Park Bond Act. In 1974, having just completed our Master Plan, we did not seek a share of the State Park Bond funds, preferring to leave these to the cities. By not doing so, we have helped create a problem for ourselves this year. We were grateful that two cities -- Oakland and Fremont -- decided to share a portion of their 1974 funds with us for projects in their areas. However, Fremont has indicated they would not do this again.

The County Supervisors Association recommended that county or regional parks share in the Proposition 2 funds at a 33 1/3 to 50% ratio. The Proposition 2 bond issue clearly specifies that county and regional parks will share in the funds. The reports that we have received to date show that this is happening rather universally, with Santa Clara County sharing 50% of the Proposition 2 funds -- \$1.6 million to Santa Clara County Parks and \$.6 million to the smaller Midpeninsula Regional Park District. Most of the other counties are receiving anywhere from 30% to 50%, with several, including Los Angeles County, at 25%.

Our District Board of Directors voted unanimously to favor the 25%-75% split. We received support from the City Councils of San Leandro and Emeryville, the Valley Community Services District, and EBMUD. No doubt all will accept the compromise of 20%-80% as proposed in the tentative allocation of the Alameda County Parks Advisory Commission.

Cooperation between EBRPD and Oakland

Over the years there have been many cooperative efforts between this District and Oakland. The most recent major cooperative effort was our Board's affirmative response to Oakland's request that we purchase the Sheperd Canyon property and turn it over to the City of Oakland. That was done at a cost of \$54,409, plus the \$5,255 we have absorbed to date in the litigation of this purchase. The Bourke litigation is not settled yet and may cost another \$1,000 or so.

We have also underwritten for three years A/C Transit bus service on a special basis from the key cities of Oakland, Berkeley and Richmond to Tilden, Lake Temescal, Roberts and Joaquin Miller, Redwood and the Chabot Marina, at an estimated cost of \$20,000 per year. We have also agreed that Hulet Hornbeck, our Land Acquisition specialist, assist Mr. Garr as far as possible in your purchase of the Caldecott Tunnel property.

At your February 9 meeting, we will also be presenting the proposed Land Use Plan for San Leandro Bay, where we are scheduled to begin development later this spring. Here we are hoping to assist you by providing services or facilities which will alleviate some of your maintenance and operations problems. We have also proposed picking up the responsibility for the rip rap repairs at the Bay Park Refuge.

We are willing to do whatever else we can to work together in the maximum use of existing regional facilities by the Oakland Parks Department, such as:

- a. Use of lawn areas at south and north ends of Lake Temescal (served by bus) for soccer fields.
- b. Establish a play area at San Leandro Bay on a turfed area which could be used for soccer, football or baseball.
- c. Assist you in securing a "clean waters grant" for Lake Merritt.

Regional Parks Serve Oakland

The professionally done Tyler Research Study showed a 93% satisfaction ratio by park users of Regional Park facilities. The main request made was for more developed recreational facilities. This we are attempting to do now. The study also showed that regional facilities are heavily used -- 10 million user days last year -- and that the regional parks most heavily used by Oakland residents included the following:

- | | |
|--|---|
| 1. Lake Temescal | (located in Oakland) |
| 2. Roberts Recreation Area | (located in Oakland) |
| 3. Redwood Regional Park | (located in Oakland) |
| 4. Tilden Regional Park | (located in Berkeley) |
| 5. Anthony Chabot Regional Park and
Chabot Marina | (located partly in Oakland, partly
in San Leandro, and partly in
Castro Valley) |
| 6. Robert Crown Memorial Beach | (located in Alameda) |

City of Oakland Parks and Recreation
Advisory Commission

February 3, 1977
Page 3

- | | |
|----------------------------------|--|
| 7. Sibley Regional Park | (located in Oakland) |
| 8. Huckleberry Regional Preserve | (located in Oakland) |
| 9. Skyline Trail | (located in Oakland) |
| 10. Del Valle Regional Park | (located in Livermore area) |
| 11. Briones Regional Park | (located in unincorporated area
of Contra Costa County) |

Conversely, residents of other areas use these parks, but largely in lesser proportion to their population than Oaklanders in terms of those parks located in Oakland (i.e., Lake Temescal, Roberts, Redwood, Sibley, etc.).

How the District will use Proposition 2 Funds

We are pledged to spend in each county the funds from Proposition 2 which we receive from that county's allocation. Projects in the Oakland area include: (a) \$150,000 for San Leandro Bay; (b) \$100,000 for the West Oakland/Emeryville/Berkeley Shoreline (a new project); and (c) renovation funds for Lake Temescal in the event that we are not successful in our \$300,000 "clean waters grant" or that the grant does not prove sufficient to do the renovations needed to keep Lake Temescal open to public use.

Other areas in Alameda County, of course, will share as outlined in the enclosed report: "New Park Development Guide Allocations." Were we to be excluded from sharing in the Proposition 2 funds, all of these projects in Alameda County will be adversely affected—even more than the \$800,000 in the tentative allocation. As you know, development costs rise at a 15% rate annually. We have proposed moving up the development of San Leandro Bay by two years as a result and are prepared to handle the advanced maintenance and operation costs.

Conclusion

While we have support from five entities—San Leandro, Emeryville, Valley Community Services District, East Bay Municipal Utility District, and ourselves—we are hopeful that other cities will support the reduced tentative allocation of 20%. In the broader public interest both of the City of Oakland and the residents in Alameda County, we are asking your cooperation and support of the new 20%-80% tentative allocation.

Sincerely,

Richard C. Trudeau

Richard C. Trudeau
General Manager

RCT:mp



FEB 4 1977

EAST BAY MUNICIPAL UTILITY DISTRICT

February 2, 1977

RE: Environmental Impact
Report - San Leandro
Bay Regional Shoreline

FEB 04 1977

East Bay Regional Park District
11500 Skyline Boulevard
Oakland, CA 94619

Attention: Carol Thompson, Environmental Coordinator

Gentlemen:

Thank you for the opportunity to review the Draft Land Use Development Plan and Environmental Impact Report for the proposed San Leandro Bay Regional Shoreline. The Utility District submits the following comments for inclusion and consideration in the final Report.

A. Clarify language regarding East Bay Municipal Utility District's property and proposed facility - underlined words to be added to final report.

Page 2, Paragraph 2 - "-----interceptor holding and treatment facility-----".

Page 5, Paragraph 2 - Water Quality. "----Alameda dump; overflows of sewage mixed with storm water occur from East Bay Municipal Utility District's south interceptor into Elmhurst Creek during periods of intense wet weather----".

Page 5, Paragraph 4 - Plant Life. We regard the flat statement, "the most varied stand of such plants is on East Bay Municipal Utility District property" to be vague and insufficient. It should be deleted unless supported by a detailed inventory of plant species on East Bay Municipal Utility District property compared with other lands within the proposed shoreline.

Page 14, East Bay Municipal Utility District.

Paragraph 2 "----until the storm period passes and a plant to treat the flow and discharge it to the Bay."



East Bay Regional Park District
Page 2
February 2, 1977

Page 20 - Paragraph 3 under "Potential sources of pollution".

"3. Overflows of sewage mixed with storm water occur from East Bay Municipal Utility District's south interceptor into Elmhurst Creek during periods of intense wet weather.

Page 20, Paragraph 3 under "Steps taken to improve---".

"---toward the eventual reduction and treatment of overflows---".

Page 39, Fifth Paragraph. No specific design studies have been undertaken by the Utility District for the proposed storage and treatment facilities. In the absence of such studies, but with the recognition of intrinsic problems of construction in the area, we believe any reference to buried structures is decidedly premature. We request deletion of the last sentence of this paragraph.

There is an apparent inconsistency between the protective channel proposed to be dredged at Damon Marsh (Illustration 3 - Natural Resources Management) and the nature trail providing access to Damon Marsh (Illustration 5 - access and circulation). It is suggested that the "nature trail" into this ecologically valuable and sensitive area be eliminated.

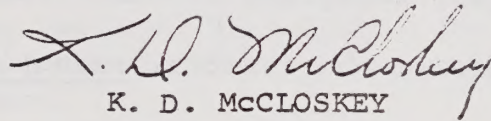
B. The Environmental Impact Report.

We would note that the rather brief Environmental Impact Report proper would be strengthened by more detailed consideration of project impacts such as increases in vehicular traffic, number of shoreline users and times of maximum use, public transportation requirements, air and noise pollution, additional storm water runoff and siltation resulting from paved surfaces, and peripheral facilities involved such as parking lots, service stations and restaurants.

East Bay Regional Park District
Page 3
February 2, 1977

The subject of utilities, particularly sanitary sewerage and water requirements merits further consideration. There should be included an estimate of peak daily, peak weekly and average annual water use. Low water use landscaping should be encouraged; sprinkler irrigated turf areas should be eliminated or minimized.

Very truly yours,



K. D. McCLOSKEY
Acting Chairman
Environmental Committee

mlh



EAST BAY REGIONAL PARK DISTRICT

11500 SKYLINE BOULEVARD/OAKLAND, CALIFORNIA 94619/TELEPHONE (415) 531-9300

BOARD OF DIRECTORS: JOHN J. LEAVITT, President; MARY LEE JEFFERDS, Vice President; PAUL J. BAODER, Secretary;
WILLIAM F. JARDIN, Treasurer; FRED C. BLUMBERG, HOWARD L. COGSWELL, HARLAN R. KESSEL • RICHARD C. TRUDEAU, General Manager

February 8, 1977

Mr. K. D. McCloskey
Chairman, Environmental Committee
East Bay Municipal Utility District
P. O. Box 24055
Oakland, CA 94623

Re: Draft Land Use-Development Plan/Environmental Impact
Report for San Leandro Bay Regional Shoreline

Dear Mr. McCloskey:

Thank you for reviewing and commenting on the above project. Your suggestions were considered and are incorporated into the final document as follows:

1. Page 2-Paragraph 2
Treatment facility will be added.
2. Page 5-Paragraph 2
Existing sentence will be replaced with: "overflows of sewage mixed with storm water occur from East Bay Municipal Utility District's south interceptor into Elmhurst Creek during periods of intense wet weather."
3. Page 5-Paragraph 4
Plant life is more thoroughly covered between pages 21 through 24.
4. Page 14-Paragraph 2-EBMUD
Will add to existing statement: "and a plant to treat the flow and discharge it to the Bay."
5. Page 20-Potential sources of pollution-paragraph 3
Existing language will be replaced with the same sentence as on page 5, paragraph 2, shown as item 2 above.
6. Page 20-Steps taken to improve water quality-Paragraph 3
The word "elimination" will be replaced with "reduction and treatment".
7. Page 39-Paragraph 5
Burying future structures is suggested here as a possibility to be explored, not dictated.



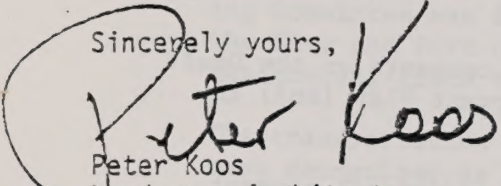
8. Illustrations 3 & 5 - Damon Marsh
Inherent conflicts between "protection" of this marsh and "access" to it is recognized. Careful evaluation will be made during the next phase to develop means of providing controlled access. When the potential conflict exceeds the educational values, then an alternate method of observation will be developed.
9. Environmental Impact Report Section
 - (a) Major vehicular traffic increase will come from the full development of the adjacent Port property. Goals of this Plan are for expansion of natural environments. Compatible uses do not include spectator sports. It is anticipated that vehicular traffic, primarily on week-ends and holidays, will not equal that of normal business-generated traffic during weekday use of the surrounding area.
 - (b) Anticipated uses are low intensity and non-structured. EBRPD has had many years of experience in developing specific techniques to minimize user impact on these areas. Specific areas of concern will be protection of wildlife, shoreline erosion, marsh protection (see pages 32,A,2; 34,A,6; 34,A,8; 42, Section IV.)
 - (c) Public transportation to shoreline presently is limited. Development of the Shoreline will make extension of public transportation service extremely important (page 38,C, paragraph 5.)
 - (d) The uses proposed for this Shoreline (page 34,A,8) will add no additional noise or air pollution.
 - (e) Minimal paved areas are planned (page 41,E, para 1.) Control of storm water runoff will be designed with disposal techniques employed, i.e., holding areas, low velocity runoffs, provision for maximum percolation into the soil, that will minimize runoff, erosion, etc.
10. Utility requirements
The anticipated water and sanitary sewer requirements cannot be specifically forecast, but certain assumptions have been made:
 - (a) The park users will be using only minimal amounts of drinking and toilet waste water.
 - (b) The utilities available in the area are overly sufficient to any development planned by EBRPD.

-3-

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- (c) The areas slated for development, (on the Land Use-Development Plan), have been located whenever possible near existing utilities.
 - (d) Specific site design considerations will be reviewed before further plans for development are undertaken.

Thanks again for your assistance in clarifying this document. Our Board of Directors will be considering this project for adoption at their regular meeting on February 15, 1977.

Sincerely yours,



Peter Koos
Landscape Architect
Planning & Design Dept.

PK:lm



January 31, 1977

East Bay Regional Park District
11500 Skyline Blvd.
Oakland, California 94619

Gentlemen:

Thank you for the opportunity to review and submit comments on the Draft San Leandro Bay Regional Shoreline Land Use Development Plan (and) Environmental Impact Report.

Please feel free to contact me if clarification or additional comment is desired.

Sincerely,

HARBOY BAY ISLE ASSOCIATES

A handwritten signature in dark ink, appearing to read 'M. Kent Hockabout'. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

M. Kent Hockabout
Public Agency Liason

MKH:vem

Enc.

HARBOR BAY ISLE
COMMENTS ON SAN LEANDRO BAY REGIONAL SHORELINE
LAND USE DEVELOPMENT PLAN (and)
ENVIRONMENTAL IMPACT REPORT
(No date)

I. Traffic

January 31, 1977

The traffic impact resulting from the future development of Bay Farm Island is identified in the report. However, the development of the Port of Oakland industrial lands, the Oakland Airport and the Industrial corridor between San Leandro and Hayward will also contribute to the overall traffic impact on the Doolittle, Hegenberger area. The impacts referred to in this general area are joint problems which require cooperative solutions. In recognition of this, a Joint Planning Committee was formed in December 1976. The committee, representing the City and Port of Oakland, the City of Alameda and Harbor Bay Isle Associates, lists transportation/access as the first item of interest.

The transportation and access impacts described in the report have been recognized as joint problems and will receive joint planning.

II. Noise

The noise survey appears to be insufficient to fully understand the various sources and levels of the project noise environment.

The monitoring which is used as the basis for the various conclusions does not appear to be of adequate duration to provide any type of average noise level description.

Two six hour periods, for a total of twelve hours, were allocated for eight monitoring sites. Disregarding travel and set up/take down time, the average time at any site would be 1-1/2 hours. This appears to preclude any type of average for any one site.

If the noise levels referred to in the Noise Consultant's letter are peak noise levels as described by dBA and not averages, then it is difficult to make any comparisons with established criteria which are average noise levels.

A description of the San Leandro Bay Noise environment may be more reliable if a longer noise sample is taken at each site and commonly used averaged noise level descriptors are produced. This would allow the specific noise environment to be compared with any of the established noise level criteria.

MKH:vem



EAST BAY REGIONAL PARK DISTRICT

11500 SKYLINE BOULEVARD/OAKLAND, CALIFORNIA 94619/TELEPHONE (415) 531-9300

BOARD OF DIRECTORS: JOHN J. LEAVITT, President; MARY LEE JEFFERDS, Vice President; PAUL J. BADGER, Secretary;
WILLIAM F. JARDIN, Treasurer; FRED C. SLUMBERG, HOWARD L. COGSWELL, HARLAN R. KESSEL • RICHARD C. TRUDEAU, General Manager

February 8, 1977

Mr. M. Kent Hockabout
Public Agency Liaison
Harbor Bay Isle Associates
P. O. Box 2616
Alameda, CA 94501

Re: Draft Land Use-Development Plan/Environmental Impact
Report for San Leandro Bay Regional Shoreline

Dear Mr. Hockabout:

Thank you for reviewing and commenting on the above project. We appreciate your input.

1. Traffic

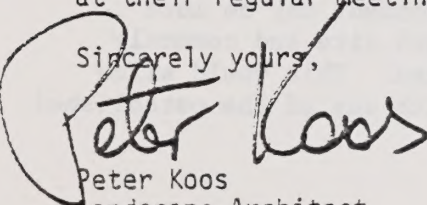
We will be monitoring your efforts in solving this joint problem of the City of Alameda, the Port of Oakland and the Harbor Bay Isle Associates. We understand that MTC has already begun a study on this matter.

2. Noise

A complete copy of the noise survey is on file at the Planning and Design Department of the EBRPD. This survey was edited and summarized in order to conserve space in the document. The full survey covers and responds to your concerns.

Our Board of Directors will be considering the adoption of this LUOP/EIR at their regular meeting on February 15, 1977.

Sincerely yours,


Peter Koos
Landscape Architect
Planning & Design Dept.

PK:lm

PORT OF OAKLAND



WALTER A. ABERNATHY
Deputy Executive Director

BOARD OF PORT COMMISSIONERS CITY OF OAKLAND

WILLIAM WALTERS	President
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BEN E. NUTTER	Executive Director

February 7, 1977

Mr. Richard Trudeau,
Manager
East Bay Regional Park District
11500 Skyline Boulevard
Oakland, California 94619

Dear Mr. Trudeau: *Rich*

I am enclosing our staff's preliminary comments to the San Leandro Bay Regional Shoreline Draft Land Use Development Plan and Environmental Impact Report. Official comments representing the Port's position will be forwarded to you after our Commissioners have had the opportunity to comment, following your staff's presentation on Wednesday, February 9.

While the report is extensive and informative, I do not feel that it constitutes the "mutually agreeable development plan" which our respective Boards are required, by terms of our lease, to adopt.

The main points of concern to our staff are as follows:

1. The general lack of specificity in land use;
2. The apparent lack of open, active recreation areas; and
3. The lack of a specific, timed "schedule of development" such as called for in the lease to enable park development to proceed as rapidly as possible.

I look forward to the presentation on Wednesday, and to our continued cooperation in the development of this worthwhile project.

Sincerely,

Walter A. Abernathy
Deputy Executive Director

LS/irr
Enclosure

P. O. Box 2064 • 66 Jack London Square • Oakland, California 94604 • Phone (415) 444-3188
Cable Address PORTOFOAK, Oakland • Telex 336-334

COMMENTS AND RECOMMENDATIONS REGARDING
"SAN LEANDRO BAY REGIONAL SHORELINE"
LAND USE-DEVELOPMENT PLAN

PAGE	Statements Contained in Land Use-Development Plan Report	Comments and/or Recommendations
4	<u>Park Area</u> Port of Oakland lease to EBRPD covers 118.3 acres for shoreline development. (last sentence in par.)	The figure of 118.3 acres is erroneous and should be corrected to reflect approximately 81 acres.
8	<u>Preservation of San Leandro Bay</u> entire paragraph	Much of the wording in this paragraph is too harsh and discriminatory. It is suggested that aside from a description of the formation of the Citizens advisory Group, the report fails to mention that the Port, in fact, set up the Advisory Group, by resolution in 1971 in order to "support public recreational use and wildlife protection compatible and consistent with the legal obligation of the Board to make provision for the needs of commerce, shipping and navigation of the Port of Oakland including San Leandro Bay; and...to establish sound planning principles and policies to guide the future development of San Leandro Bay..."
10	<u>San Leandro Bay Park Refuge</u> This recently completed five-acre park is...(1st sentence)	The lease with EBRPD contains an area of 8.71 acres which consists of the Bay Park Refuge, an access strip from the park to Edgewater Drive and some water area. We have calculated the actual dryland park area to be approximately 6½ acres.
12	<u>Other Port Lands</u> ...plans indicates little concern for the aesthetics and proximity to Shoreline Park. Being considered are several storage sheds and a railroad spur, with no architectural or landscaping treatment or screening. (2nd & 3rd sent. 2nd par.)	On the contrary, quite a bit of concern was shown in the final design of this facility. The side facing the San Leandro Bay has been treated with appropriate graphics and fencing. EBRPD may wish to take adjacent projects into consideration when developing a landscaping plan for the park. Projects which EBRPD feels are in need of screening from park activities, can be called out and treated on the landscaping plan for the park. In

PAGE	Statements Contained in Land Use- Development Plan Report	Comments and/or Recommendations
<u>12</u>	(cont.)	any case, a development plan should not deal with a specific building or parcel. It is suggested that this reference be completely eliminated.
<u>15</u>	<u>Access and Circulation</u>	Public transportation, including BART and bus lines, should be mentioned.
<u>17</u>	<u>Fill</u>	It is erroneous to state that the shoreline diking and fill were accomplished with out controls. The concrete slabs, while creating "unsightly banks and edges were, at the time they were placed, the strongest and most economical type of shoreline stabilization. The filled area behind the dikes is relatively stable in the area leased to EBRPD, as it is in other parts of the Business Park and Distribution Center. In both of those areas structures have been constructed without the use of piles or caissons. Small structures, such as the information center called out in the Land Use Plan should not require extensive site preparation such as the placement of piles or caissons.
<u>27 & 29</u>	<u>Public Uses Present and Potential: Boating</u>	The various speed boat organizations which use San Leandro Bay and airport channel in particular have been unable to produce adequate insurance to enable them to continue operating. There are no indications that speed boat use of the channel will resume in the near future.
<u>32</u>	<u>Limit Construction of Physical Improvements</u> It should not be improved as an intensive use urban park with structured activity areas. (2nd sent.)	There seems to be no justification for this generalization. It is suggested that some areas along the shoreline where large areas are reserved for park purposes be developed into open unstructured active recreation area, (similar to Marina Green in San Francisco)
<u>32</u>	<u>Improve Shoreline Accessibility</u> ...an example would be a bicycle & pedestrian path link to BART's Coliseum Station. (last sent. 3rd par.)	While this is a desirable goal, it may be somewhat impractical to implement it.

PAGE	Statements Contained in Land Use- Development Plan Report	Comments and/or Recommendations
<u>33</u>	<u>Provide Facilities for Nature Education</u>	Nature Interpretive center, boardwalks, and outdoor classroom facilities including observation platform or tower should also be provided at appropriate locations.
<u>33</u>	<u>Provide Facilities for Fishing</u>	Doolittle Drive dock is a wharf not a dock and could be merely improved for fishing purposes rather than strengthened to facilitate the docking of boats. Also, the plan should indicate that fishing piers should be developed at particular locations found to have the best fishing, as the need becomes apparent.
<u>34</u>	<u>Take Immediate Clean-up and Environmental Improvement Action</u> A channel should be dredged at the base of Arrowhead Marsh that will separate it from Park users, dogs and other predators. (1st sentence 4th par.)	Should the channel actually be found to be necessary, provisions should be made to restrict through boating as high performance boats using the channel would disturb wildlife, and infiltrate quiet areas to the north of Arrowhead Marsh.
<u>35</u>	<u>Dredging and land fill should be carefully controlled and be in conformity with the Plan Goals</u>	The report restricts dredging only to maintaining flood control channels. It is suggested that dredging be used wisely to increase the potential for recreational use of San Leandro Bay in addition to the requirements of flood control and other purposes. It should be permitted where ecological damage is minimal and beneficial effects are significant. (for example, the gradual filling of Airport channel by siltation and its prohibitive effect on boat racing, should be seriously considered. Also, dredging certain parts of San Leandro Bay is the only way to prevent sediment disposition in the Estuary. Another suggestion which has been made in the past deals with dredging under the Bay Farm Island Bridge and a portion of San Leandro Bay for general boating activity. This should be also considered along with the others. All in all, a study should be made of the San Leandro Bay bottom, and tidal flow in San Leandro Bay to

PAGE	Statements Contained in Land Use- Development Plan Report	Comments and/or Recommendations
<u>35</u>	(cont.)	determine the ecology of this area and to minimize the adverse effects on the aquatic environment. Suggested wording in the plan should say that dredging will periodically be required for flood control purposes may be desirable but should be undertaken only after environmental studies indicate that the the adverse effects caused by dredging is outweighed by the benefits gained. In addition, paragraph 2 of the lease between the Port and EBRPD states (on page 8) that "the development plan...will set forth the responsibility for...dredging..." This has not been done.
<u>36</u>	<u>No roads, causeways, bridges or other major structures should be built across the Shoreline Park. (#11)</u>	1. Paragraph 10 of the lease between the Port and EBRPD specifically provides for a "transportation corridor across the bay. 2. Lease boundaries were prepared to provide for the 66th Avenue Edgewater Drive connection, with the Right of Way excluded from the lease. 3. The widening of Doolittle Drive has been provided for in the 100' wide right of way which already exists along most of the Drive. Where the 100' right of way did not previously exist, an 80' right of way has been provided for in the lease between the Port and EBRPD. The Plan should take numbers 2 and 3 as givens and acknowledge the possibility of #1 as provided for in the lease. With regard to the "transportation corridor across the Bay;

PAGE	Statements Contained in Land Use- Development Plan Report	Comments and/or Recommendations
<u>36</u>	(cont.)	The construction of a tunnel which would not disturb the Bay bottom should be included in the plan. The Port would be working with BCDC in an effort to minimize the adverse effects of a crossing of the Bay. Similarly, bridge crossings at San Leandro Creek, Elmhurst and Damon Channels will be required for circulation within the Airport Business Park as well as for access to the Distribution Terminal and Oakland International Airport, and should be indicated in the plan adopted by EBRPD. In Summary, the plan should indicate that "Structures should be built across the main body of San Leandro Bay or Arrowhead Marsh, only after careful consideration of ecological factors and after close coordination w/BCDC&EBRPD. Bridge crossings for East Creek, Damon and San Leandro channels will be required, and their construction should be coordinated with plans for pedestrian and bicycle trails on the shoreline where applicable."
<u>36</u>	<u>Construction of surrounding streets and highways should be monitored</u> The District should work with CALTRANS to prevail upon them to widen this street toward the land. (#13. 2nd par. 2nd sent.)	As previously stated, a 80'-100' right of way already exists or is reserved through this area for the possible future widening of Doolittle Drive.
<u>38</u>	<u>Edgewater Drive</u> If Edgewater Drive is extended...	This statement should say "when Edgewater Drive is extended..." The need for the extension of Edgewater Drive is already established and the Right of Way already reserved in the Port lease with EBRPD.

PA	Statements Contained in Land Use-Development Plan Report	Comments and/or Recommendations
38	<u>Conflicts</u> Doolittle Widening	As previously stated, the Right of Way for the possible widening of Doolittle Drive has been provided for in the lease and should be reflected in the Plan.
38	<u>Circulation</u> Circulation within the Park should be all-weather trails, hard-surfaced in some areas and gravelled in others. (1st sent.)	It is recommended that all-weather trails be hard-surfaced in <u>all</u> areas throughout the Park.
39	<u>Conflicts:</u> <u>Construction of warehouse terminal on property adjacent to Elmhurst Channel.</u>	The Warehouse project proposed for the property adjacent to Elmhurst channel is in conformance with the Standards & Restrictions governing the Oakland Airport Business Park. Every effort has been made to mitigate any visual and noise impact of this project upon the adjacent park areas. Graphic treatment, landscaping and attractive rear and side fences are to be provided elements which are actually in excess of normal requirements for such a development. In addition, this project involves only one parcel in the entire Business Park/Distribution Center complex where future expansion, much of which will be adjacent to Park property, is planned. It is, of course, outside of Park planning boundaries.

PAGE	Statements Contained in Land Use-Development Plan Report	Comments and/or Recommendations
39	<u>The City of Oakland's</u> planned extension of Edgewater Dr. to 66th Avenue and Tidewater could destroy Damon Marsh and bring the noise and pollution of additional thru-traffic to the strip of Park on EBMUD property.	This statement should say "the future extension rather than the "planned extension." Also the text says that the extension could destroy Damon Marsh. This is a misstatement. The extension to High would impact the Marsh but not the extension to 66th Avenue.
39	<u>Construction of a bridge</u> from Doolittle Pond area across the Bay to 66th Avenue as previously discussed would present the most serious conflict with Park development and use.	This is also a misstatement. If the crossing is subaqueous. What serious conflict is there? In addition, paragraph 10 of the lease between the Port and EBRPD discusses rules and guidelines for the proposed "Transportation Corridor" perhaps these should be reflective in the plan.
39	<u>Noise from various Sources</u> constitutes an obvious potential conflict with the Shoreline Park's use as an area of quiet and isolation. Significant noise sources are the Nimitz Freeway and Doolittle Drive, aircraft over flights (principally from Oakland Airport, North Field, as well as the jet runways) and the San Francisco Airport, jet engine ground testing and runups at the Oakland Airport and Naval Air Station, and the use of power boats and drag boat racing on the Bay. While the auto and truck noise may be locally mitigated by massive, dense objects (buildings or berms), the overflight and boat noise remains a significant problem.	This statement contains several inaccuracies. Aircraft overflights originating in San Francisco are the chief sources of aircraft noise affecting the park area. Power boat and drag boat racing does not constitute a major source of noise as their use has been curtailed (although perhaps temporarily). In addition, "massive, dense objects" such as buildings or beams provide very little relief from excessive noise.
40 & 41	<u>Development Phasing</u>	Phasing as presented in the Plan appears too vague. There should be some reference to timing rather than random discussion of "Phases".
40	<u>Phase II: Heavy site-work</u> Dredging, marsh work should be done at the foot of Arrowhead Marsh. This is not only to clean up the rip-rap, but more importantly, to construct a channel between the Marsh and dry land. In this way, the natural Arrowhead Marsh habitat will be isolated from intrusion from man and dogs.	Care should be taken to prevent the intrusion of high performance boats in the quiet areas to the north via this channel.

PAGE	Statements Contained in Land Use-Development Plan Report	Comments and/or Recommendations
41	<u>Phase V: Landscaping</u>	This section should more fully discuss "selected locations" including the possibility of screening adjacent uses which are considered to intrude or pose negative impacts upon the Park.
41	<u>Phase VI: Construction</u> Restroom facilities, drinking fountains...	A positive and specific statement regarding restroom facilities must be included in the Development Plan, since it is inconceivable that a park of this magnitude be built without adequate restroom facilities.
42	<u>The Bay</u> Leave existing pilings and the old boat hull in place. These are used as resting places for many birds. Construction of additional flat bird resting areas on this hull might attract Canadian geese, cormorants and Heron. Monitor dredging for assurance of minimal damage. Remove visible debris from mudflats where exposed to view.	Pilings should be removed before they become so deteriorated that they collapse and become floating hazards to boats (or else maintained so they do not collapse)
46	<u>General Description of Characteristics</u> <u>Technical ...</u>	Some mention of dredging should be made.
47	<u>Environmental Impacts</u>	Some mention should be made of any increased traffic generation.
48	<u>Alterations to Ecological Systems</u>	With the development of the upland Park areas it is conceivable that bird habitats will be reduced slightly.
	<u>Population Concentration</u> "The Plan would be implemented so that environmentally harmful activities would be identified and phased out. (last sent. in par.)"	One goal of the "Land Use Development Plan" should have been to identify such "environmentally harmful activities" and suggest that they not be allowed in the first place.

PAL	Statements Contained in Land Use- Development Plan Report	Comments and/or Recommendations
<u>49</u>	<u>E. Alternatives to Proposed Action</u> The basic objective is to construct a natural, regional park out of an undeveloped, ugly area...	The word "ugly" should be deleted from the report. It could be said that the existing San Leandro Bay is a highly scenic area with some relatively small "ugly" elements. To characterize the entire area as "ugly" at present is not an accurate description.
<u>51</u>	<u>A. Description</u> (First paragraph)	This paragraph should be re-written as follows: San Leandro Bay Regional Shoreline is located in an airport-industrial area in the cities of Alameda and Oakland. The park serves the entire Bay Area and not only impacted areas of East Oakland.
<u>52</u>	<u>Recommendation</u> 10 & 11	10. paragraph 2 of the lease between the Port and EBRPD calls for the setting forth "the responsibility for...(among other things) dredging." 11. paragraph 10 provides for the possible future Bay crossing. The lease also provides for street and highway work within the leased area.
<u>52</u>	<u>Conflicts</u>	The lease between the Port and EBRPD provides for: 1. Bart (Par. 38 and Right of Way reservation) 2. 66th/Edgewater-(Right of Way reservation) 3. Doolittle widening (Rights of Way exist or are reserved) 4. Airport noise (Par. 41) 5. Bay Crossing (Par. 10)

Ratcliff Slama & Cadwalader

ARCHITECTS & PLANNERS

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 PHONE: (415) 841-1000 FAX: (415) 841-1001

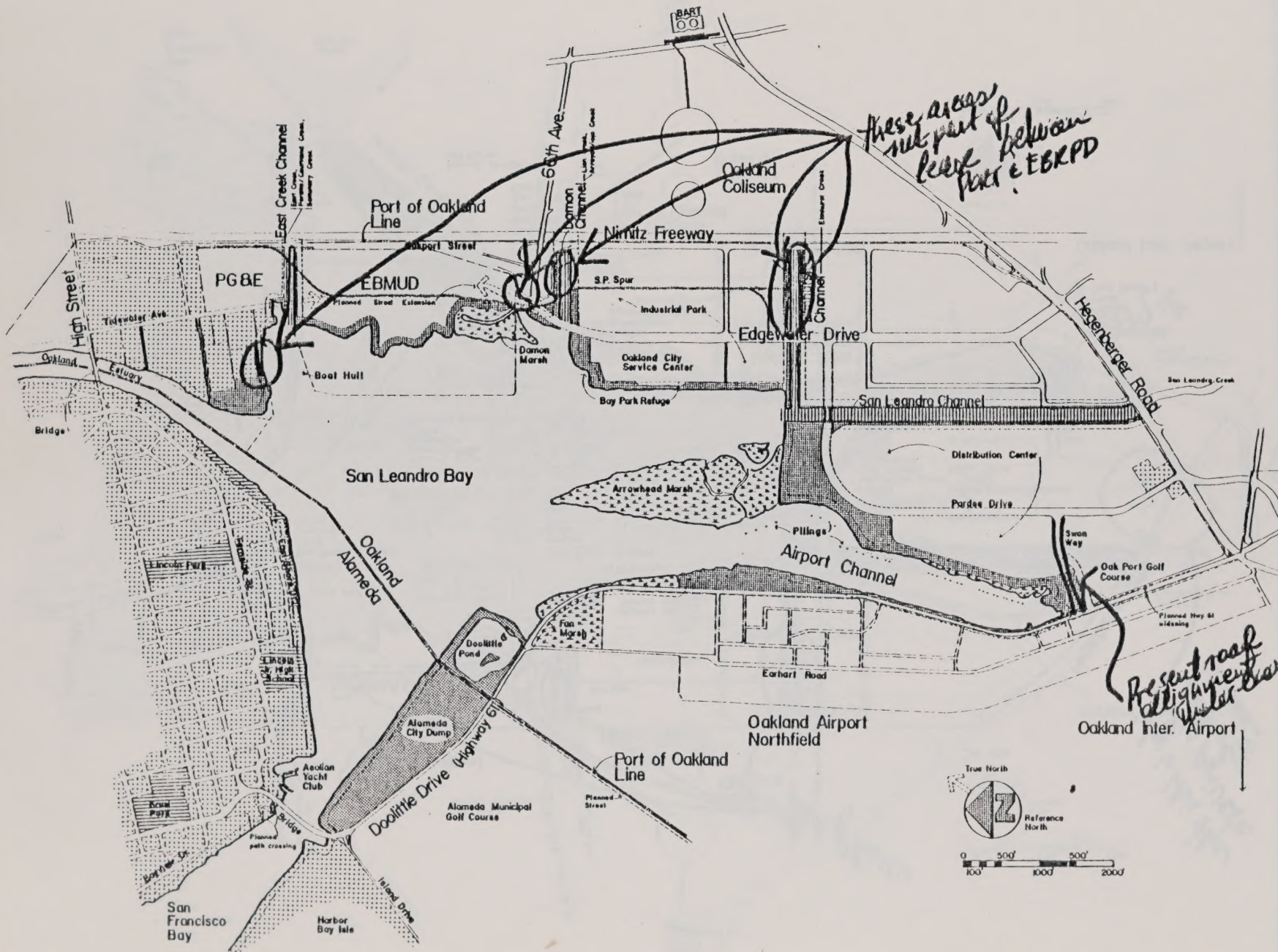
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 PROJECT DIRECTOR: [blank]

SAN LEANDRO BAY REGIONAL SHORELINE

prepared for:
 East Bay Regional
 Park District

Legend:

- EBRPD.
- City of Alameda
- Private Property
- Marsh
- County F.C.D.
- Planned Street
- Port Area Line
- Property Line
- Railroad Track
- B.C.D.C.



Ownership &
 Jurisdiction
 Plan

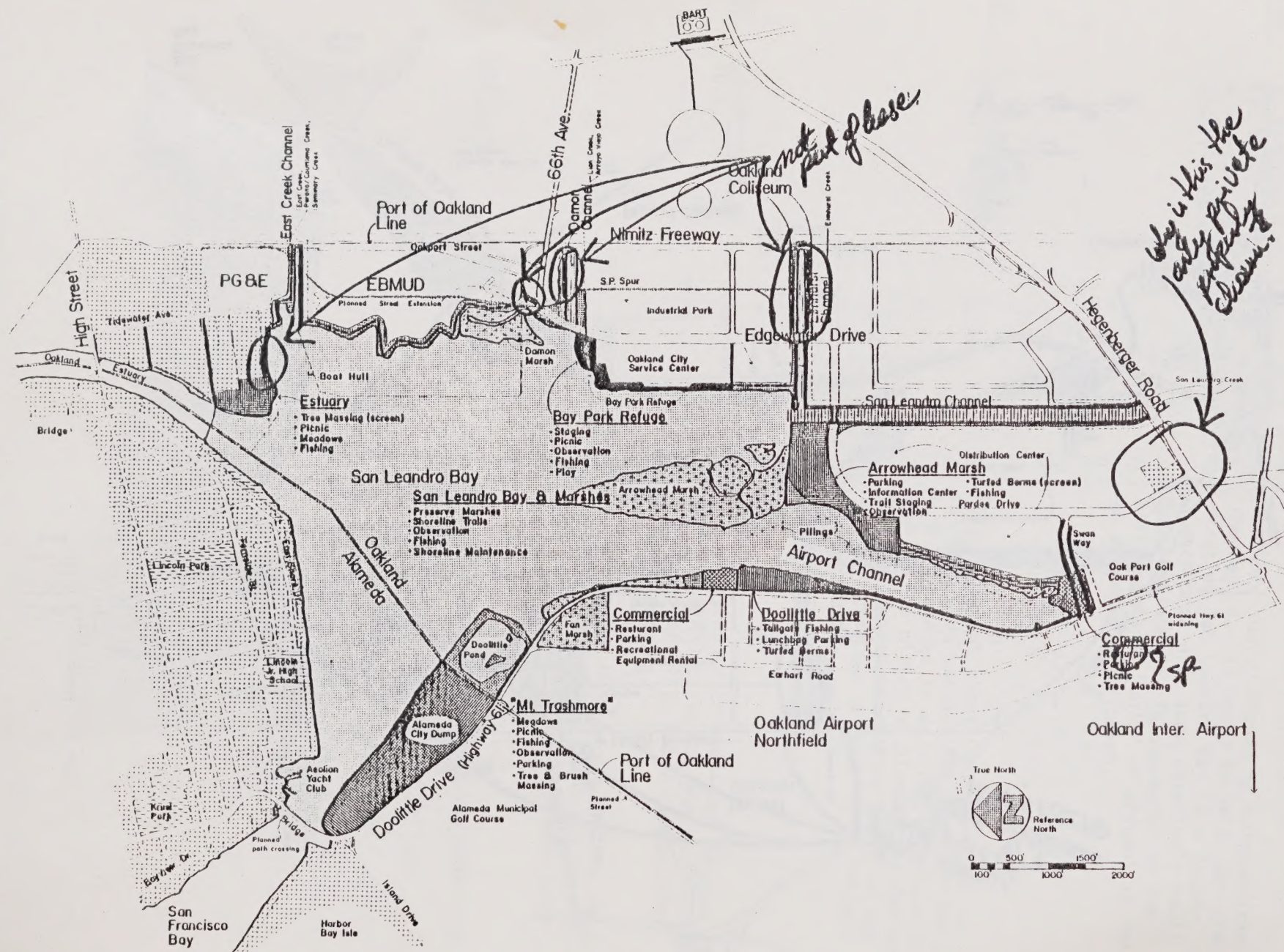
SAN LEANDRO BAY REGIONAL SHORELINE

prepared for:
East Bay Regional
Park District

Legend:

- E.B.R.P.D.
- City of Alameda
- Private Property
- Marsh
- County F.C.D.
- Planned Street
- Port Area Line
- Property Line
- Railroad Track
- B.C.D.C.
- Natural Environmental Unit
- Recreation Cluster
- Commercial Area
- Existing Park
- Shoreline Trail

Land Use Development Plan



Ratcliff Slama & Cadwalader

ARCHITECTS & PLANNERS

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PHONE: (415) 542-1000 FAX: (415) 542-1000

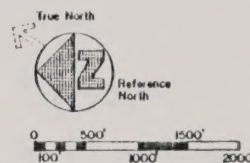
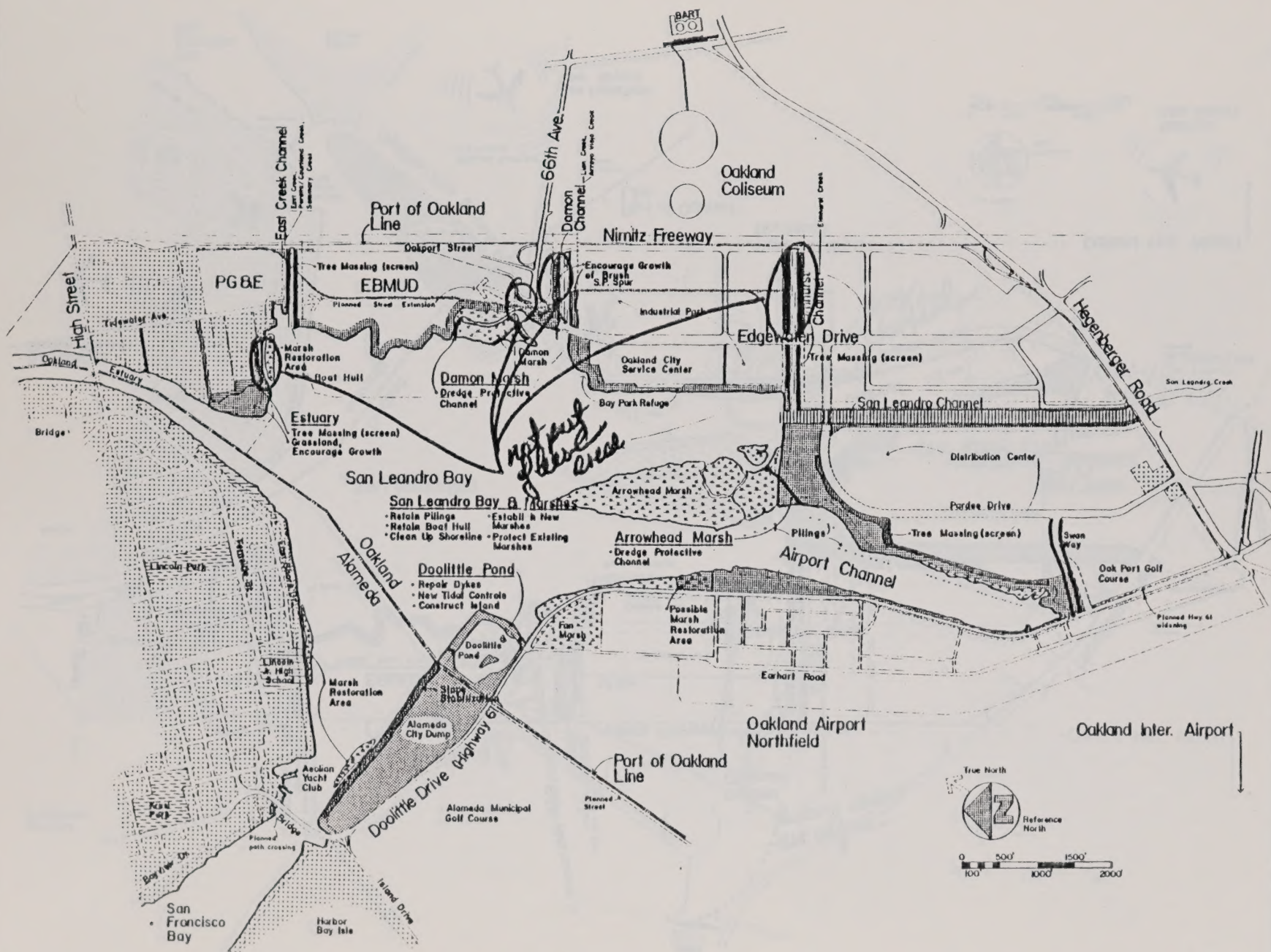
DESIGNER: RSC/SLC
PROJECT MANAGER: RSC/SLC

SAN LEANDRO BAY REGIONAL SHORELINE

prepared for:
East Bay Regional
Park District

Legend:

- E.B.R.P.D.
- City of Alameda
- Private Property
- Marsh
- County F.C.D.
- Planned Street
- Port Area Line
- Property Line
- Railroad Track
- B.C.D.C.
- Dredging
- Planting
- Marsh Restoration Area



Natural
Resource
Management

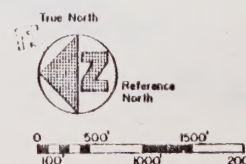
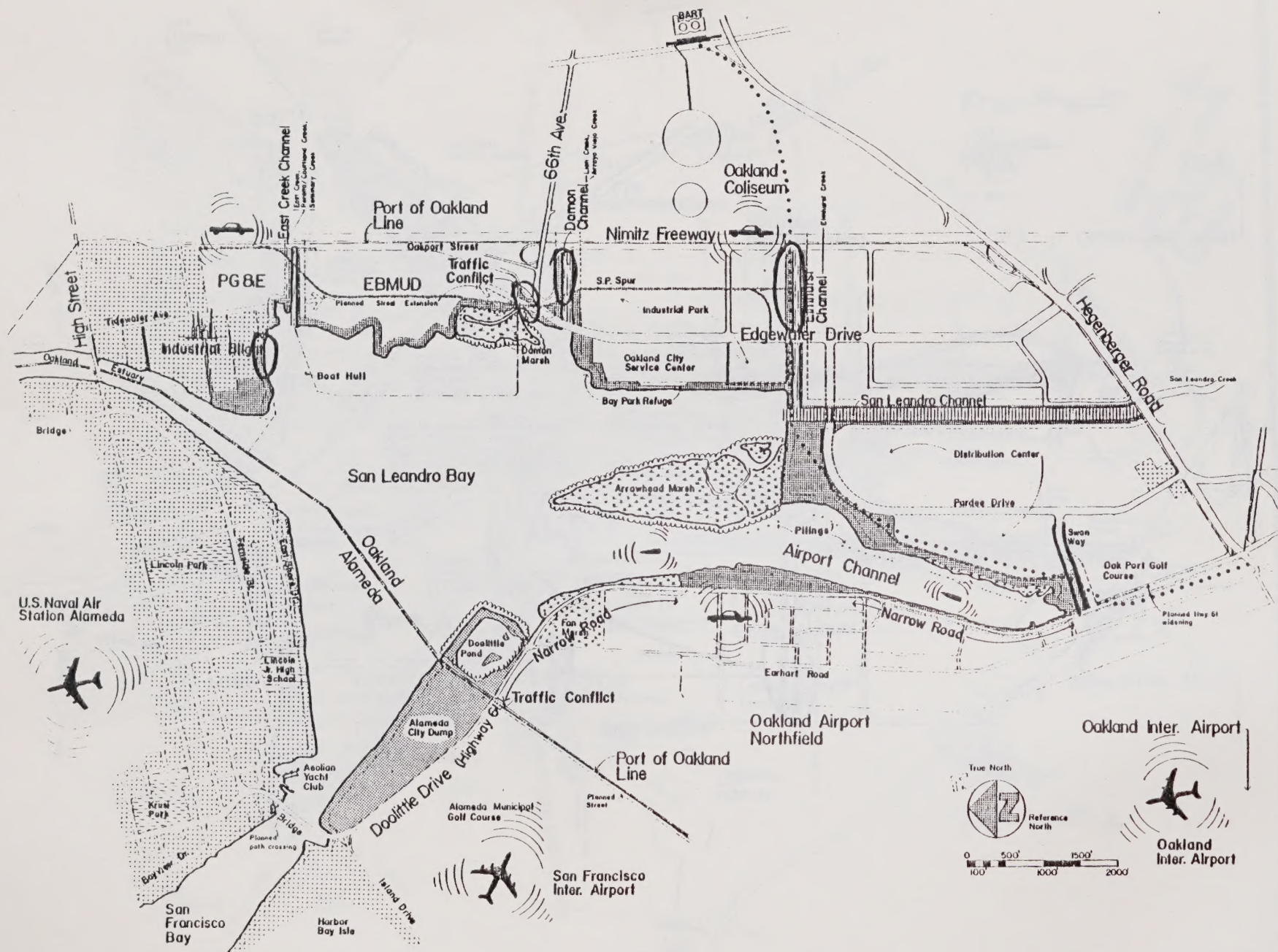
SAN LEANDRO BAY REGIONAL SHORELINE

prepared for:
**East Bay Regional
Park District**

Legend:

- E.B.R.P.D.
- City of Alameda
- Private Property
- Marsh
- County F.C.D.
- Planned Street
- Port Area Line
- Property Line
- Railroad Track
- B.C.D.C.

- Bart Extension (Proposed)
- Noise Sources:**
- Airplanes
- Power Boats
- Auto. Traffic
- Visual Screen (Planned)
- Restricted Area (Planned)



Conflicts Plan

Ratcliff Slama & Cadwalader

ARCHITECTS & PLANNERS

1100 MONTE BL. BERKELEY, CA 94702
8151 MONTE BL. OAKLAND, CA 94612
PHONE: (415) 832-1872

SCALE: 1" = 1000'
PROJECT: SHORELINE

SAN LEANDRO BAY REGIONAL SHORELINE

prepared for:
East Bay Regional
Park District

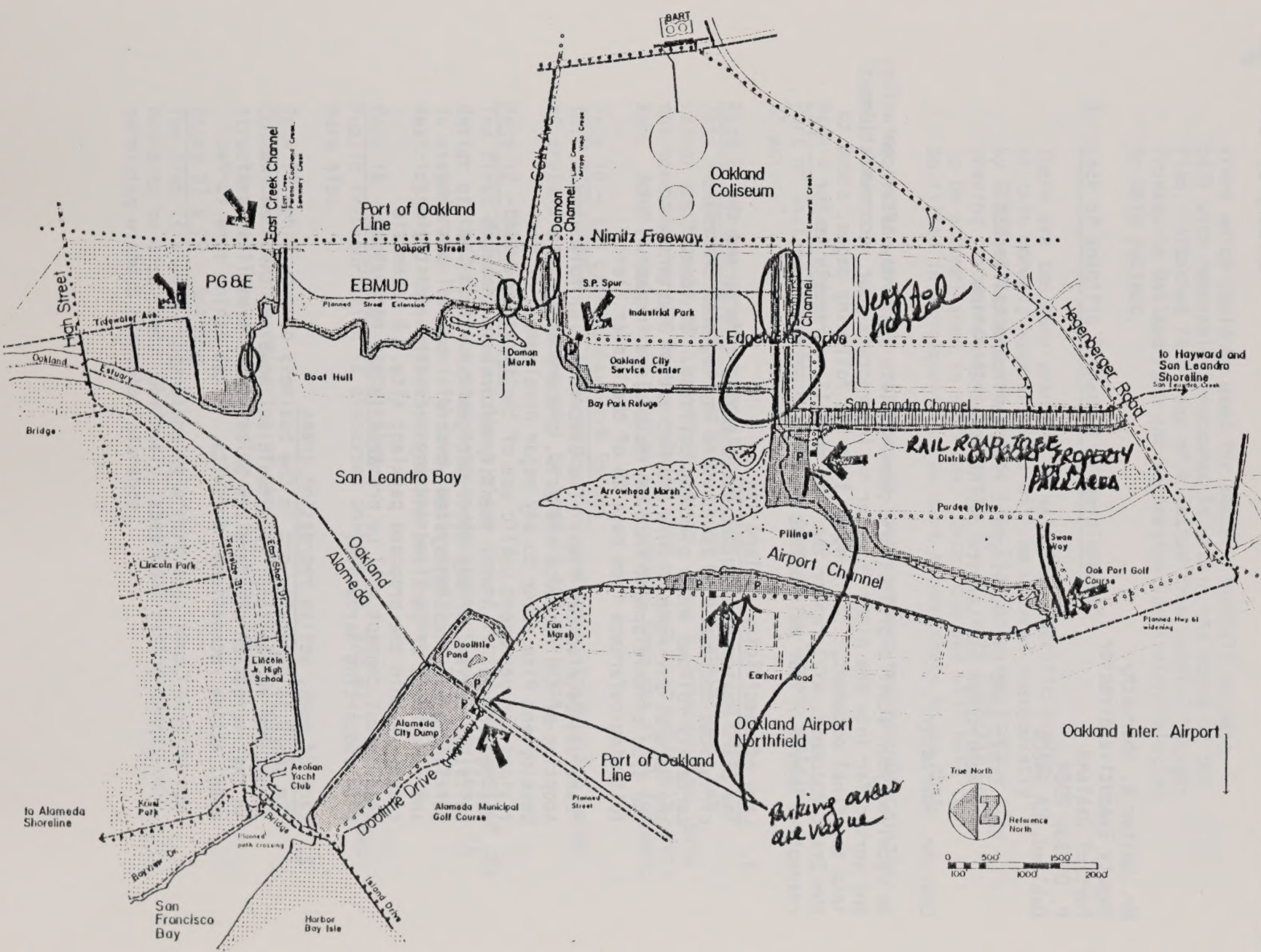
Legend:

- EBRPD.
- City of Alameda
- Private Property
- Marsh
- County F.C.D.
- Planned Street
- Port Area Line
- Property Line
- Railroad Track
- B.C.D.C.
- Park Entrance (Planned)
- Bicycle/Hiking Trail (Existing)
- Bicycle/Hiking Trail (Planned)
- Nature Trail (Planned)
- Bus Route (Existing)
- Bus Route (Planned)
- Bus Stop (Planned)
- Parking (Existing)
- Parking (Planned)
- Railroad Track

Access and Circulation

5

42.





EAST BAY REGIONAL PARK DISTRICT

11500 SKYLINE BOULEVARD/OAKLAND, CALIFORNIA 94619/TELEPHONE (415) 531-9300

BOARD OF DIRECTORS: JOHN J. LEAVITT, President; MARY LEE JEFFEROS, Vice President; PAUL J. BADGER, Secretary;
WILLIAM F. JARDIN, Treasurer; FRED C. BLUMBERG, HOWARD L. COGSWELL, HARLAN R. KESSEL • RICHARD C. TRUDEAU, General Manager

February 8, 1977

Mr. Walter A. Abernathy
Deputy Executive Director
Port of Oakland
P. O. Box 2064
Oakland, CA 94604

Re: Draft Land Use-Development Plan/Environmental Impact
Report for San Leandro Bay Regional Shoreline

Dear Mr. Abernathy:

We received your staff's preliminary comments late yesterday afternoon and worked far into the night in order to incorporate your recommendations into the final document. It is hoped that the following pages, added to the Draft document, will render the Plan mutually agreeable to our respective Boards. Your main points of concern were:

1. Lack of specificity in land use

The EBRPD Master Plan guides our planning efforts and the circulated document for San Leandro Bay Regional Shoreline certainly follows these planning policies. It identifies the Natural Environment Unit and Recreation Clusters with the type of development that may take place in each. Note following reference from page 28 of the Master Plan:

"Land Use-Development Plan: The District will, following adoption of the resource analysis, prepare a Land Use-Development Plan prior to any major development or provisions for permanent public use of the site. The Land Use-Development Plan will identify natural environment units, preserves, or any other designation within the parkland classification system which will control planning and management of parkland and any recreation or staging cluster within the proposed parkland site. A schematic development concept will be prepared in map form along with supporting narrative."

2. Lack of open, active recreation areas

The EBRPD is generally not in the business of providing structured recreational opportunities; however, the "meadows" in the recreation clusters can be utilized for all kinds of open, active recreational pursuits. Establishing some turf

-2-

areas which could be used for soccer, football or baseball with removable structures is within the scope of the Plan. Attached is a copy of a letter from General Manager Trudeau to Oakland Park and Recreation Commission relating to this subject.

3. Lack of specific "schedule of development"

There are too many unknowns to establish specific timing at this moment; however, this will be covered subsequently by EBRPD management and Board. The Plan does set forth a phasing recommendation (see pages 40, 41) with specific work to be accomplished in each one. Dates can and will have to be filled in subsequently. We have a commitment to do that.

Following, please note our responses to your comments and recommendations, item by item:

Page 4 - Park Area

Port of Oakland lease figure will be changed to "approximately 81 acres."

Page 8 - Preservation of San Leandro Bay

This discussion is not meant to be harsh or discriminatory, but rather a statement of historical events. Page 2, Introduction, sets the tone stating the Port's role in this project that began six years ago. Your language will also be incorporated into the final document.

Page 10 - San Leandro Bay Park Refuge

This lease contains 8.71 acres and includes approximately 6.5 acres of dryland - your comment will be used in the revision.

Page 12 - Other Port Lands

The first and only view of these plans showed little awareness of the design of the interface area between development and Shoreline. It is assumed that in line with the Port's excellent "Standards and Restrictions", this initial impression will prove to be untrue.

Page 15 - Access and Circulation

Public Transportation is discussed on page 38, and will be included here also.

Page 17 - Fill

Comment noted. Determination of the foundation requirements for structures will be analyzed prior to building design.

Pages 27 & 29 - Boating

The Plan is a long-range planning effort and, thus, boating use needs to be discussed. Obviously, speedboat racing cannot be permitted without adequate insurance.



-3-

Page 32 - Limit construction of physical improvements

Although the recommendation is against developing intensive structured activity areas, the proposed meadows can be used for all kinds of unstructured active recreation purposes as you have suggested.

Page 32 - Improve shoreline accessibility

Comment noted. Area is not under EBRPD jurisdiction.

Page 33 - Facilities for nature education and fishing

Specific facilities to be provided are as yet undetermined. This will be considered during the Capital Improvement phase of the project.

Page 34 - Clean-up action

Design of this channel will preclude use by boats.

Page 35 - Dredging and land fill

In order to meet the goals of the Plan, this dredging statement is essential. At the last Board meeting, EBRPD Directors approved a study of dredging by the U. S. Army, Corps of Engineers, if they choose to do so. The scope of dredging for boating purposes will have to be equated against ecological damage to San Leandro Bay. Dredging for flood control purposes is the responsibility of Alameda County Flood Control District.

Page 36 - Major structures across Shoreline Park

Attached is a copy of a letter to Honorable "Chuck" Corica, the Mayor of Alameda, relating to this subject. EBRPD is pleased that MTC will study the traffic problems in detail around San Leandro Bay and all crossings related to circulation in the area.

Page 36 - Surrounding streets and highways

The configuration of shore and roadway at Doolittle Drive makes it imperative to provide a bicycle path separated from vehicular traffic. Again, the MTC study will be essential to eliminate traffic related hazards to park visitors.

Page 38 - Edgewater Drive

The statement will be changed to: "when" it is extended.....

Page 38 - Conflicts, Doolittle Drive widening

The width is not the issue, the point of separating bicycles, pedestrians and cars is.

Page 38 - Circulation

Trail surfaces will be treated to correspond with intended uses.

Page 39 - Conflicts, construction of warehouse

Comment noted.

-4-

Page 39 - Conflicts, City of Oakland

This connection, as well as extension to High Street of Edgewater Drive, should be carefully done to insure that degradation of Damon Marsh does not occur.

Page 39 - Conflicts, construction of a bridge

See response above regarding major structures across Shoreline Park. Visual impacts of transition structures and required lengths of approaches make a compatible sub-aqueous installation also doubtful, even though they may occur as a result of political action.

Page 39 - Conflicts, noise from various sources

Refer to complete noise report on file at EBRPD.

Pages 40-41 - Development phasing

Specific timing is premature at this moment, but will be covered subsequently by District management and the Board.

Page 40 - Phase II, Heavy site work

See response concerning clean-up action.

Page 41 - Phase V, Landscaping

Specifics will follow in the next phase and will be coordinated with the Port.

Page 41 - Phase VI, Construction

See previous response.

Page 42 - The Bay

This is dealt with in the Natural Resource Management Plan, which is part of this document. (See pages 42-44 and illustration #3).

Page 46 - General Description, Technical

Comment noted.

Page 47 - Environmental Impacts

Comment noted.

Page 48 - Alterations to the Ecological System

The proposed LUDP will protect the few remaining resting sites and create additional protected bird habitats.

Page 48 - Population concentration

Identification is implied (see page 34, item 8.)

Page 49 - Alternatives to Proposed Action

The word "ugly" will be deleted.

Page 51 - Description

The paragraph will be changed to read as suggested.

Page 52 - Recommendations 10 and 11

Comment noted. See other responses on dredging and Bay crossings above.

Page 52 - Conflicts

Comment noted, but conflicts still exist.

Illustrations

Suggested changes will be made on these maps.

Thanks again for your thorough review. It is a pleasure to work with you and your staff, and we too look forward to a continued cooperation in making this project a reality. Our Board of Directors will be considering the adoption of this LUOP/EIR at their regular meeting on February 15, 1977.

Sincerely yours,

Peter Koos
Landscape Architect
Planning & Design Dept.

PK:lm

Attachments:

General Manager Trudeau ltr to Oakland Park Comm. dtd 2-3-77
Lew Crutcher ltr to Hon. Chuck Corica dtd 2-8-77

DEPARTMENT OF TRANSPORTATION

P. O. BOX 3366 RINCON ANNEX

SAN FRANCISCO 94119

(415) 557-1840



January 4, 1977

4-Ala-61

(Ref. SCH No. 76121513)

East Bay Regional Park District
11500 Skyline Boulevard
Oakland, CA 94619

Attn: Ms. Carol Thompson
Environmental Coordinator

Gentlemen:

This is in response to your referral of a Draft Environmental Impact Report for the San Leandro Bay Regional Shoreline.

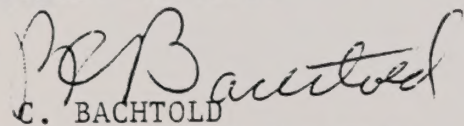
We have reviewed the Draft and consider it to be adequate insofar as functions and responsibilities of the Department of Transportation are concerned, except as noted below.

On pages 36 and 38, the DEIR refers to working with Caltrans to provide a "separated bikeway". To coordinate with the Port of Oakland, De Havilland will be relocated approximately 400 feet southerly. There will not be room immediately north of this location to provide a separated bike path; however we will provide for bicycle traffic on widened Doolittle Drive. We suggest that the reference to a "separated" bike path be deleted from these 2 pages.

Sincerely yours,

T. R. LAMMERS
District Director

By


B. C. BACHTOLD

Deputy District Director



EAST BAY REGIONAL PARK DISTRICT

11500 SKYLINE BOULEVARD/OAKLAND, CALIFORNIA 94619/TELEPHONE (415) 531-9300

BOARD OF DIRECTORS: JOHN J. LEAVITT, President; MARY LEE JEFFERDS, Vice President; PAUL J. BADGER, Secretary;
WILLIAM F. JARDIN, Treasurer; FRED G. BLUMBERG, HOWARD L. COGSWELL, HARLAN R. KESSEL • RICHARD C. TRUDEAU, General Manager

February 8, 1977

Mr. B. C. Bachtold
Deputy District Director
State of California
Department of Transportation
P. O. Box 3366 Rincon Annex
San Francisco, CA 94119

Re: Draft Land Use-Development Plan/Environmental Impact
Report for San Leandro Bay Regional Shoreline

Dear Mr. Bachtold:

Thank you for reviewing and commenting on the above project. As per your request, we looked into the issue of separated bikeways and feel that it is essential to the safety of our park visitors. We will make every effort to provide this facility, especially along dangerous sections of Doolittle Drive.

Our Board of Directors will be considering this LUDP/EIR for adoption at their regular meeting on February 15, 1977.

Sincerely yours

Peter Koos
Landscape Architect
Planning & Design Dept.

PK:lm



EDMUND G. BROWN JR.
GOVERNOR

State of California

GOVERNOR'S OFFICE
OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO 95814
(916) 445-0613

JAN 24 1977

January 21, 1977

JAN 24 1977

Carol Thompson
11500 Skyline Blvd
Oakland, CA 94619

SUBJECT: SCH 76121513

San Leandro Bay Regional Shoreline

Dear Ms. Thompson:

The State Clearinghouse submitted the above listed environmental document to selected State agencies for review. The review is complete and none of the State agencies have comments.

This letter verifies your compliance with environmental review requirements of the California Environmental Quality Act.

Thank you for your cooperation.

Sincerely,

A handwritten signature in cursive script, reading "William G. Kirkham".

William G. Kirkham
Division Chief
State Clearinghouse

WGK/pca



DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS
211 MAIN STREET
SAN FRANCISCO, CALIFORNIA 94105

JAN 10 1977

SPNED-E

3 January 1977

Ms. Carol Thompson
Environmental Coordinator
East Bay Regional Park District
11500 Skyline Boulevard
Oakland, California 94619

Dear Ms. Thompson:

Reference is made to your notice of 8 December 1976 forwarding the Draft Land Use Development Plan and Environmental Impact Report for the San Leandro Bay Regional Shoreline.

In the review of the report it was noted that the draft land use development plan and the draft EIR contained only very general descriptions relative to topics such as water quality, air quality, noise, traffic, etc. This may be adequate for a land use development plan but it is not thought to be adequate for an EIR. It is felt that the EIR should contain quantitative data with regard to topics such as water quality, air quality, noise and traffic in the project area. More specifically, as an example, past and possible future noise levels during boat races in the Airport Channel should be presented and discussed in the EIR so that a reviewer could ascertain the impacts associated with boat races. The impact of such activities, or other uses of the shoreline, on elements of the environment should also be presented. The report should also contain data relative to the costs associated with implementing the plan. In addition, proposed dredging (Recommendation 6, page 34) should be discussed in greater detail; the amount of material to be dredged and the location of the disposal area should be discussed. In summary, it is felt that the draft EIR is inadequate and that it should contain expanded discussions on many elements of the environment as well as an expanded discussion on the impacts of implementing the plan.



SPNED-E

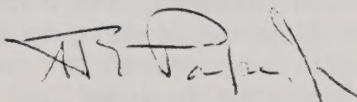
3 January 1977

Ms. Carol Thompson

It appears that the proposed activity requires Corps of Engineers authorization for structures of work in navigable waters of the United States. Attached please find a copy of our pamphlet "Applications for Department of the Army Permits for Activities in Waterways." It also appears that portions of the proposed activity require authorization under the Corps of Engineers Section 404 Permit Program. Inclosed please find an information sheet which explains this program. If you require additional information on this question, please contact our Regulatory Functions Branch at (415) 556-5966.

This office appreciates the opportunity to review your report and we have no further comment at this time.

Sincerely yours,



H. E. PAPE, JR.
Chief, Engineering Division

2 Incls
As stated



EAST BAY REGIONAL PARK DISTRICT

11500 SKYLINE BOULEVARD/OAKLAND, CALIFORNIA 94619/TELEPHONE (415) 531-9300

BOARD OF DIRECTORS: JOHN J. LEAVITT, President; MARY LEE JEFFERDS, Vice President; PAUL J. BADGER, Secretary;
WILLIAM F. JARDIN, Treasurer; FRED C. BLUMBERG, HOWARD L. COGSWELL, HARLAN R. KESSEL • RICHARD C. TRUDEAU, General Manager

February 8, 1977

Mr. H. E. Pape, Jr.
Chief, Engineering Division
Department of the Army
Corps of Engineers
211 Main Street
San Francisco, CA 94105

Re: Draft Land Use-Development Plan/Environmental Impact
Report for San Leandro Bay Regional Shoreline

Dear Mr. Pape:

Thank you for reviewing the above project. The Draft Land Use-Development Plan/EIR for San Leandro Bay is meant to establish compatibility of land uses, circulation patterns, and other broad relationships and impacts. In this regard, the document is felt to be complete and adequate. Detailed development plans will be prepared for increments of work as funding permits, and these will be individually submitted to the Army Corps of Engineers and other regulatory bodies for the necessary approvals. Expanded discussions on the elements mentioned in your comments follow. The project area is currently zoned primarily for industrial and commercial uses. Proposed development of the shoreline for Regional recreation would improve the quality of San Leandro Bay and the life-chain it supports:

1. Shoreline Park development will assure a minimum of hard-surface run-off pollutants entering the Bay. District water-management specialists will regularly monitor the Bay to assure high water quality in the interests of fishermen, clammers, wildfowl, and hopefully for waders and even swimmers within the foreseeable future.
2. Air quality will be slightly improved by the absence of mechanical equipment, machinery and vehicles commonly related to commercial and industrial uses, and by the introduction of grasses and major stands of trees.
3. Noise will be reduced along most of the shoreline for park users, as they will be isolated from surrounding traffic and industry by earth mounds and tree screens. Little can be done to reduce aircraft noise within the Regional Shoreline.

Performance boats have been raced on San Leandro Bay for many years. The noise generated by this activity has raised doubts as to its compatibility with wildlife and other forms of



-2-

regional shoreline recreation. Powerboat activity has no visible adverse impact on bird life, as the two have shared Airport channel for 30 years. However, the noise of these boats, plus the pollution and congestion generated by crowds of spectators arriving by automobile, appears to be in conflict with the primary Plan Goals for San Leandro Bay, as stated on page 31 of the Development Plan. No dredging is projected for boating or other aquatic recreation.

4. The park will generate less traffic than adjacent uses, and usually on weekends when surrounding commercial and industrial facilities are inactive. It will, therefore, generate relatively little traffic congestion. Until park use is well established, and public transportation adapted to park user needs, it is impossible to project traffic demands on surrounding roads and transportation corridors.
5. Dredging of San Leandro Bay for flood control and/or navigation purposes is not the intent nor the responsibility of the EBRPD. The District Board recognizes the need for periodic dredging of existing channels, and will cooperate with appropriate agencies when they initiate essential dredging programs.

Recommendation 6, page 34 of the Development Plan describes a narrow moat designed to protect Arrowhead Marsh from intrusion by humans, dogs and other predators. This ditch, or moat would be partially dredged, but mostly excavated from existing fill. Approximately 5000 c.y. of material would be removed and placed on top of adjoining existing fill to create an upland bird sanctuary. High tide resting areas for San Leandro Bay shore birds are critically needed to prevent their flying to nearby airports, thereby reducing bird-strike hazard. Detailed engineering drawings for this work will be prepared and submitted for Corps and other approvals.

Thank you again for your comments and the attached informational items concerning required permits. Be assured that developmental activities will be properly coordinated with all governing agencies. Necessary permits will be requested at the appropriate time.

Our Board of Directors will be considering the adoption of this LUDP/EIR at their regular meeting on February 15, 1977.

Very truly yours,

A handwritten signature in cursive script, appearing to read "L. Crutcher", is written over a horizontal line.

Lewis P. Crutcher
Chief, Planning & Design Dept.

LPC:lm

C. REVISIONS TO DRAFT DOCUMENT TEXT1. Page 2, Paragraph 2, EMBUD Facility

Add: holding "and treatment" facility.....

2. Page 4, Park Area, Sentence 4

Change: 118.3 to "81.0" acres.

3. Page 5, Water Quality, EBMUD Facility

Change sentence to: "overflows of sewage mixed with storm water occur from EBMUD's south interceptor into Elmhurst Creek during periods of intense wet weather;"

4. Page 8, Preservation of San Leandro Bay

Following formation of the Citizen's Advisory Group on San Leandro Bay, add: "The Port of Oakland Board set up this Advisory Group by resolution in 1971 in order to support public recreational use and wildlife protection compatible and consistent with the legal obligation of the Board to make provisions for the needs of commerce, shipping and navigation of the Port of Oakland including San Leandro Bay and to establish sound planning principles and policies to guide the future development of San Leandro Bay".

5. Page 10, San Leandro Bay Park Refuge

Change: five to "6.5" acre park.

6. Page 11, Alameda Plans, Paragraph 3

Change beginning to: "There are no plans for the existing city properties" along the southeast shoreline.....

7. Page 13, Bike-ways, Oakland

Add: no marked bikeways "in this area." Change: a few to "Many" proposed routes.....

8. Page 13, Other Bikeway Plans, Sentence 1

Change: Two to "Three" imaginative.....

9. Page 13, Other Bikeway Plans, New Paragraph

Add: "The Regional Trails Plan adopted in October 1976 by East Bay Regional Park District shows biking, hiking and equestrian trails for the East Bay."

10. Page 14, EBMUD, Paragraph 2

Add: storm period passes, "and a plant to treat the flow and discharge it to the Bay."

11. Page 15, Access and Circulation, New Paragraph

Add: "Hegenberger Road and Doolittle Drive are now public bus transportation routes. Alameda County Transit #57, a bus route across Oakland to the airport, does incorporate Edgewater Drive during commute hours (between 6:50 - 8:50 a.m. and 3:30 - 5:30 p.m.)"

12. Page 20, Sources of Pollution, Item 3

Change sentence to: "Overflows of sewage mixed with water occur from EBMUD's south interceptor into Elmhurst Creek during periods of intense wet weather."

13. Page 20, Steps to Improve Quality, Item 3

Change: elimination to "reduction and treatment."

14. Page 33, Item 4, Paragraph 2, Sentence 2

Change: might to "will".

15. Page 33, Item 5, Sentence 4

Change: should be considered to "will be encouraged".

16. Page 38, Paragraph 1

Change: If to "When" Edgewater Drive is extended.....

17. Page 38, Paragraph 5, Sentence 1

Add: Doolittle Drive "and Edgewater Drive" are now.....

18. Page 49, Alternatives, Paragraph 1, Sentence 1

Delete: "ugly" area.

19. Page 51, Description, Paragraph 1

Change entire paragraph to: "San Leandro Bay Regional Shoreline is located in an airport-industrial area in the cities of Alameda and Oakland. It lies next to the Nimitz Freeway and the Oakland Coliseum complex and the Oakland North Airport. The park serves the entire Bay Area and is especially important for recreational opportunities to the East Oakland Community."

20. Page 51, Description, Paragraph 2

Change: 118.3 to "81.0" acres.

21. Illustrations 1-5, Ownership & Jurisdiction Designations

Change: EBRPD designations to Port of Oakland near Damon and Elmhurst Channels for areas not yet under lease agreement.

22. Illustrations 1-5, Swan Way

Change: Alignment per Port of Oakland request.

23. Illustration 2, Land Use-Development Plan

Add: Arrowhead Marsh Recreation Cluster "Meadows and Picnic".

24. Illustration 5, Access and Circulation

Change: Designate Edgewater Drive as existing bus route.

Change: Alignments of Planned Trails at San Leandro Creek and Earhart Roads.

Change: Planned to "Proposed" in legend.

Eliminate: Planned Trail on 98th Avenue.

25. Page 80, Credits

Add: "East Bay Regional Park District, Oakland, California
The Regional Trails Plan, October 1976."

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Planning & Design Department

February 1977
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